



# PUBLIC OUTREACH/PUBLIC INPUT

(Note: Individual respondents often left multiple comments for different segments or corridor challenges which were recorded)

1

## Community Vision U.S. 50

[Click Here for Details](#)

**64 attendees | 225 verbal, written, and electronic comments**

Meeting 1 | June 22, 2021 | Kahle Dr./Rabe Meadows Trailhead | 12PM - 2PM

Meeting 2 | June 24, 2021 | Cave Rock State Park | 12PM - 2PM

Meeting 3 | June 24, 2021 | Zephyr Cove Park | 4PM - 6PM

Meeting 4 | June 26, 2021 | Kahle Community Center | 12PM - 2PM

**Public Outreach Survey | 274 respondents**

**Public Recreation Survey | 90 respondents**

2

## Backbone U.S. 50

[Click Here for Details](#)

**170 attendees | 258 map comments | 63 comment cards with 148 comments | 33 emails with 90 comments**

Meeting 1 | March 30, 2022 | Douglas County Public Library | 11AM - 1PM

Meeting 2 | March 31, 2022 | Lake Tahoe Visitor Authority | 4 PM - 6 PM

Meeting 3 | April 2, 2022 | Kahle Community Center | 10 AM - 12 PM

3

## Alternatives by Segment

[Click Here for Details](#)

**160 attendees | 108 map comments | 78 comment cards with 104 comments | 67 emails and 3 voicemails with 90 comments**

Meeting 1 | October 27, 2022 | Kahle Community Center | 10AM - 12PM

Meeting 2 | November 3, 2022 | Lake Tahoe Visitors Authority | 5PM - 7PM

4

## Extended Public Outreach Period

[Click Here for Details](#)

**91 emails with 174 comments**

5

## Public Survey #3

## SURVEY NOW OPEN!

September 1st, 2023 - September 30, 2023

NDOT is seeking your feedback on various aspects of the plan, including the possibility of implementing a temporary demonstration to assess traffic speeds and collect safety data related to the proposed lane changes.

<https://us50cmp.woodpolls.com>



**Total as of 8/30/2023:** 394 meeting attendees, 366 map comments, 141 comment cards with 252 comments, 100 emails/voicemails with 180 comments, 225 other comments, and 364 survey respondents

# **1**

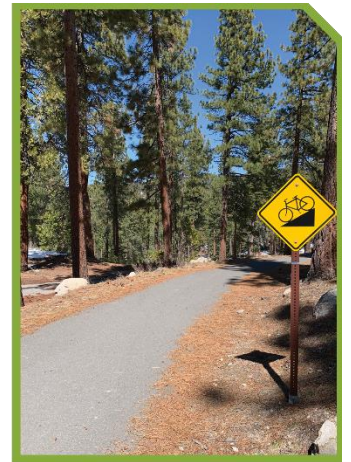
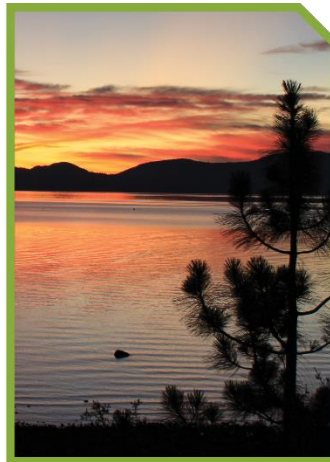
## **Community Visioning U.S. 50**

### **Public Outreach Summary and Comments**





# Public Outreach Summary *WORKING DRAFT*



August 31, 2021

Prepared for:

Prepared by:





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## ACRONYMS AND ABBREVIATIONS

&	And
#	Number
CMP	Corridor Management Plan
NDOT	Nevada Department of Transportation
TRPA-MPO	Tahoe Regional Planning Agency – Metropolitan Planning Organization
TTD	Tahoe Transportation District
US	United States
US 50	United States Route 50
USFS-LTBMU	United States Forest Service – Lake Tahoe Basin Management Unit



## SECTION 1 | BACKGROUND

The US 50 East Shore Corridor Management Plan (CMP) will assess and evaluate needs along the 13-mile corridor within the Lake Tahoe Basin and be consistent with existing Tahoe Regional Planning Agency – Metropolitan Planning Organization (TRPA-MPO) plans, goals, objectives, as well as goals described in the Lake Tahoe Compact. The CMP will identify a mobility vision, objectives, performance measurements, and improvement strategies for the corridor, based on existing regional plans, stakeholder input, and sound technical assessment. In addition, the corridor vision will focus on recognizing regional economic development objectives, the unique seasonal and massive visitor-driven fluctuations in use, local planning and project development activities, and serving to guide the project development process. The study will examine potential multi-modal solutions, local and regional transit services, and the potential innovative transportation and mobility strategies. The CMP will be developed cooperatively with the TRPA-MPO, Tahoe Transportation District (TTD), United States Forest Service – Lake Tahoe Basin Management Unit (USFS-LTBMU), and the Nevada Department of Transportation (NDOT) among other local and state partners.

### 1.1 Study Area

The US 50 CMP corridor in Nevada begins at the crest of the Carson Range at Spooner Summit and extends south and west to Stateline Avenue, extending through Douglas County. The corridor encompasses the unincorporated communities of Stateline, Zephyr Cove, Round Hill Village, Skyland, Lakeridge, and Glenbrook along the eastern shore and links to the incorporated municipality of South Lake Tahoe, California. A map of the US 50 East Shore study area is illustrated in **Figure 1**.

### 1.2 Document Purpose

Public engagement is a critical element of this study. This Public Outreach Summary documents the public outreach process conducted during the CMP, as well as the feedback received as part of the process. Three rounds of public engagement are integrated into the CMP, each with a focus on soliciting feedback on evolving elements of the study. The three rounds consist of the following:

- Round 1 – Corridor issues, areas of concern and visioning
- Round 2 – Conceptual CMP alternatives and strategies
- Round 3 – Draft CMP and Implementation



Figure 1: US 50 East Shore Study Area

The public will be asked to provide feedback during each of these rounds, in addition to one-on-one meetings and small-group engagements along the way. This process ensures the meaningful involvement of area residents, visitors, businesses, and roadway travelers. **Note: This is a living document that will be updated as public outreach continues with the summary currently encompassing Round 1.**

## SECTION 2 | PUBLIC OUTREACH METHODS

Given the relatively long study corridor of 13-miles, the dispersed communities within the study area, and the propensity for seasonal and second home residents, various methods were incorporated to effectively engage interested persons.

### 2.1 NDOT Website and Social Media

A study-specific website was utilized and incorporated into NDOT's agency website, accessed through the URL [dot.nv.gov/us50eastshore](http://dot.nv.gov/us50eastshore), and located under the Projects/Programs tab. Once on the study webpage, readers can learn about the background and current status of the CMP, access study-related information, learn about frequently asked questions, and contact NDOT with questions and comments. The webpage also provided a link to the public survey and online StoryMap during Round 1 outreach.

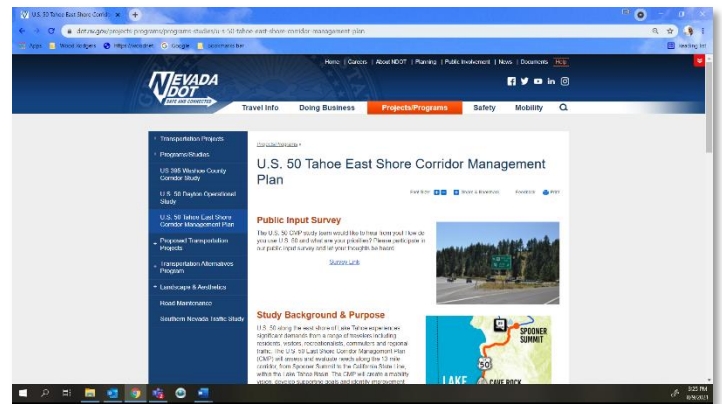


Figure 2: NDOT's US50 East Shore CMP Webpage

In addition to the website, NDOT's existing social media accounts were used to disseminate information and announce public engagement opportunities. These include @Nevadadot on Facebook and #nevadadot on Twitter and Instagram.

## SECTION 3 | ROUND 1 PUBLIC OUTREACH

Round 1 of the CMP public outreach was focused on identifying corridor issues, areas of concern, and understanding what is important to area residents, visitors and travelers. In 2017, the NDOT Scoping Division conducted a public meeting revealing potential lane reduction options for sections of the US50 corridor within the study area. The response from the public was not positive. Given this backdrop, it was critical that the first round of public outreach not include potential alternatives and the study take a step back from the 2017 concepts. This first round of outreach establishes the "blank canvas" the CMP starts with, with no preconceived notions, and establishes a foundation of understanding.

### 3.1 Public Canvassing Tour

During Round 1, public canvassing was conducted along the study corridor to engage the public and understand what issues, concerns, and opportunities exist. This public canvassing tour was conducted to inform the study team as to the breadth and depth of issues, prior to developing alternatives. The public canvassing was a "listening tour" where the study team could learn what is important and let the public learn about the CMP process. **Table 1** lists public canvassing dates and locations.

Table 1: Public Canvassing Dates and Locations	
Date and Time	Location
June 22 12:00 pm-2:00 pm	Kahle Drive / Rabe Meadows Trailhead
June 24 12:00 pm-2:00 pm	Cave Rock State Park
June 24 4:00 pm-6:00 pm	Zephyr Cove Park
June 26 12:00 pm-2:00 pm	Kahle Community Center

For each stop on the public canvassing tour, study representatives were available for a two-hour period to answer questions and engage with participants. Informational flyers were handed out providing study information, as well as a link to a survey. Aerial roll plots of the corridor were also available for participants to mark-up and note areas of concern and issues they wanted the study team to be aware of. These mark-ups were recorded in a comment log along with feedback received through the survey and other methods. A copy of the canvassing and survey comments log can be found in **Appendix A**.



**Figure 3: Cave Rock Canvassing Location**

The meeting was noticed to the public via direct mailers sent to addresses located from the mountain ridge to the lakeshore within the study limits. The addresses were obtained from Douglas County and consisted of approximately 4,200 addresses. In addition to the mailers, notices were sent to partner agencies and posted to NDOT social media sites. NDOT also drafted a press release, and a formal presentation was made by consultant staff to the Douglas County Commission introducing the study and announcing the public canvassing tour.

Approximately 80 people attended the public canvassing tour resulting in a total of 225 comments logged.

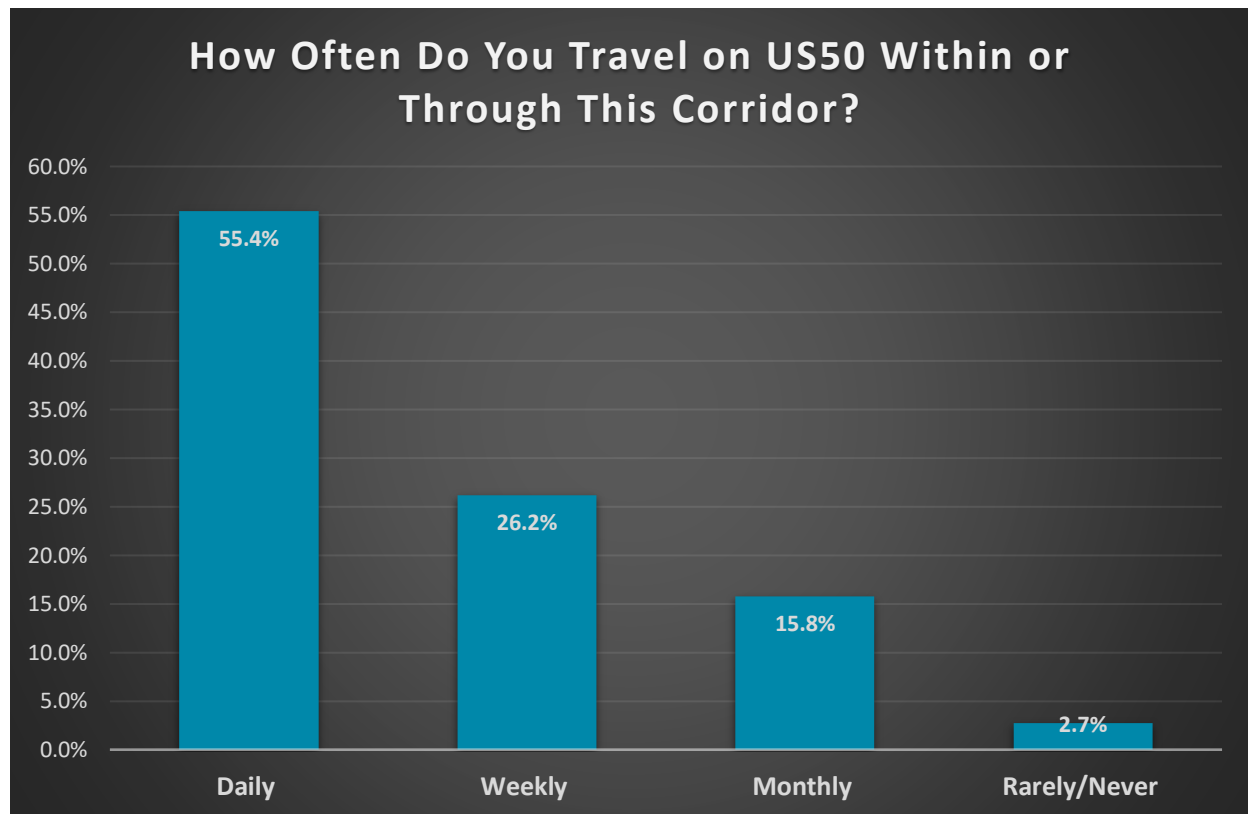
## 3.2 Public Survey Results

During Round 1, a public survey was launched. The survey provided a venue to further extract public preferences and understand the range of issues and concerns in the corridor. The survey was available from June 15 through July 16, with an additional two weeks added from July 26 through August 6 to address concerns received from the Cave Rock community. The survey resulted in 274 total complete responses. Below is a listing of the survey questions and a summary of the responses.

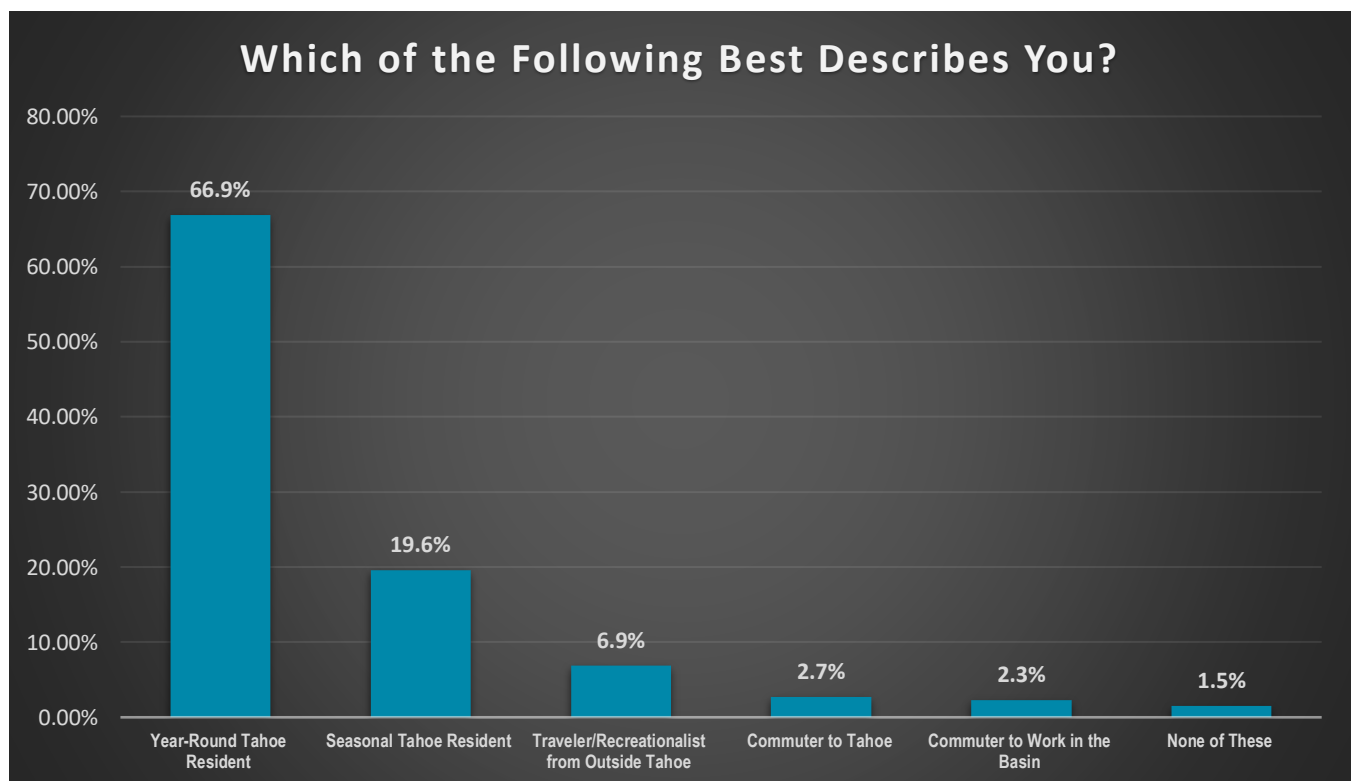




Question 1: How often do you travel on US 50 within or through this corridor?



Question 2: Which of the following best describes you?

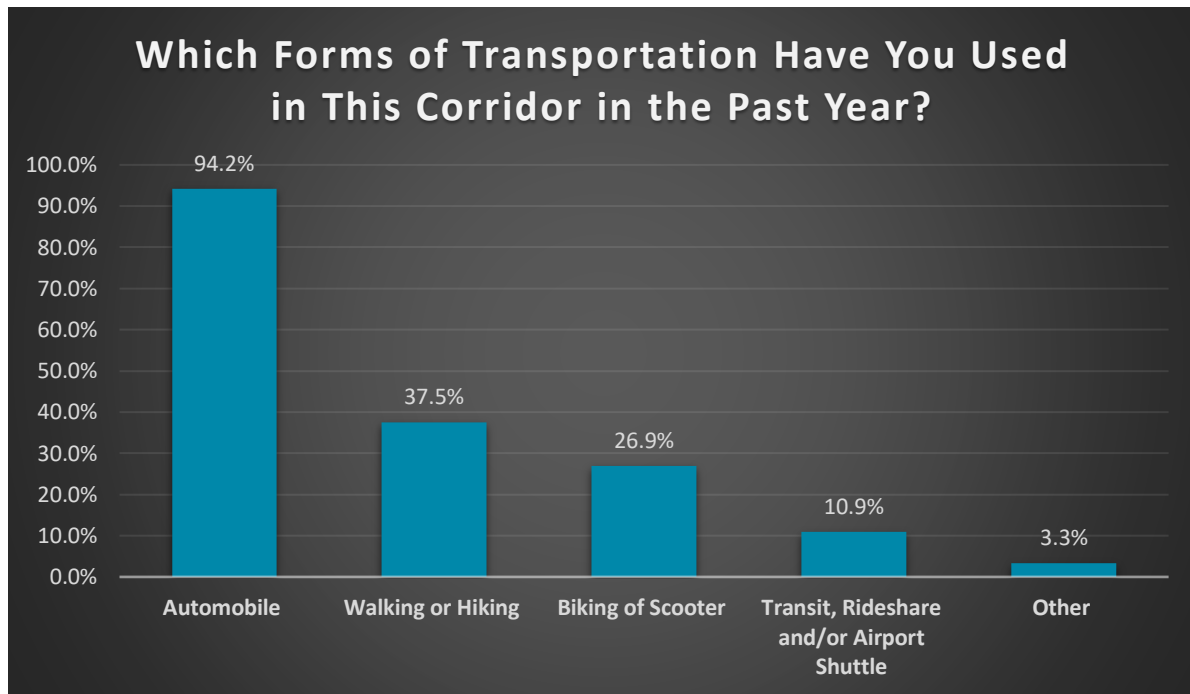


Question 3: What is the zip code of your primary residence?



Figure 4: Survey Respondents Primary Zip Code Map

**Question 4: What forms of transportation have you used in this corridor in the past year? Check all that apply.**



**Question 5: When you think about US 50 in this corridor, in 5 words or less, what comes to mind?**

Total responses to this question: 254

- Negative responses: 203
- Neutral responses: 32
- Positive responses: 19

Out of the 252 responses, consistent sentiment counts include:

- Concerns with respect to safety, speed, and turning: 150
- Concerns over traffic, congestion, and busyness: 60
- Sentiments over the scenic nature: 31
- Mentions/concerns over parking: 24
- Mentions/concerns over bike/ped issues: 23

Within the 252 responses, the following mentions were counted:

- Beautiful/Scenic: 31
- Fast/Speeding/Speed: 61
- Dangerous/Scary/Unsafe: 105

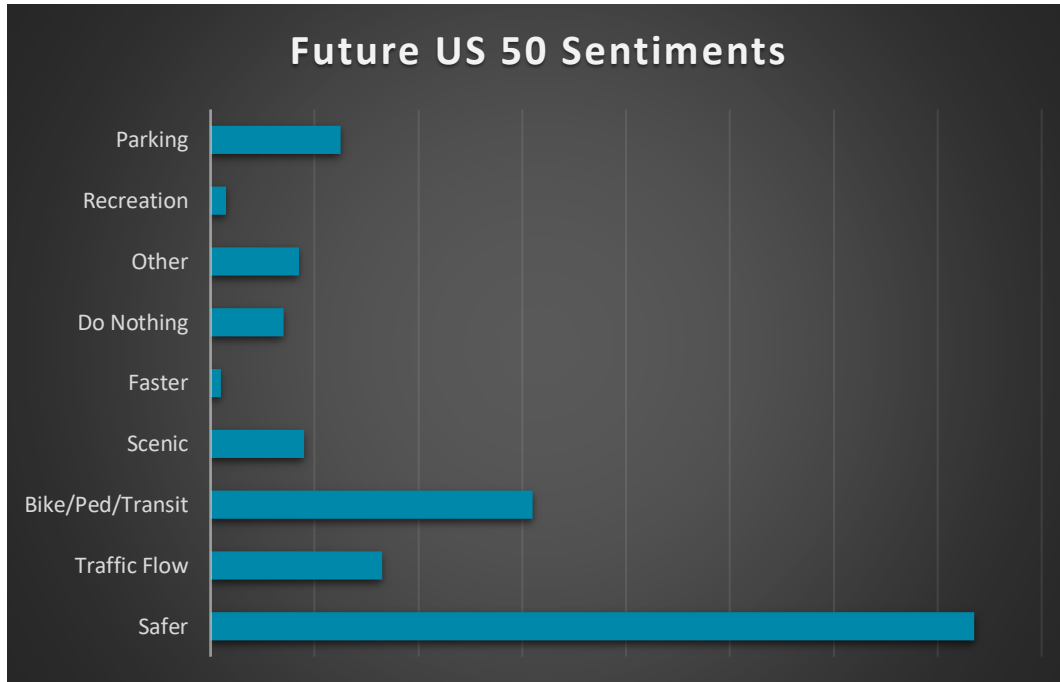
See **Appendix A** for all responses.





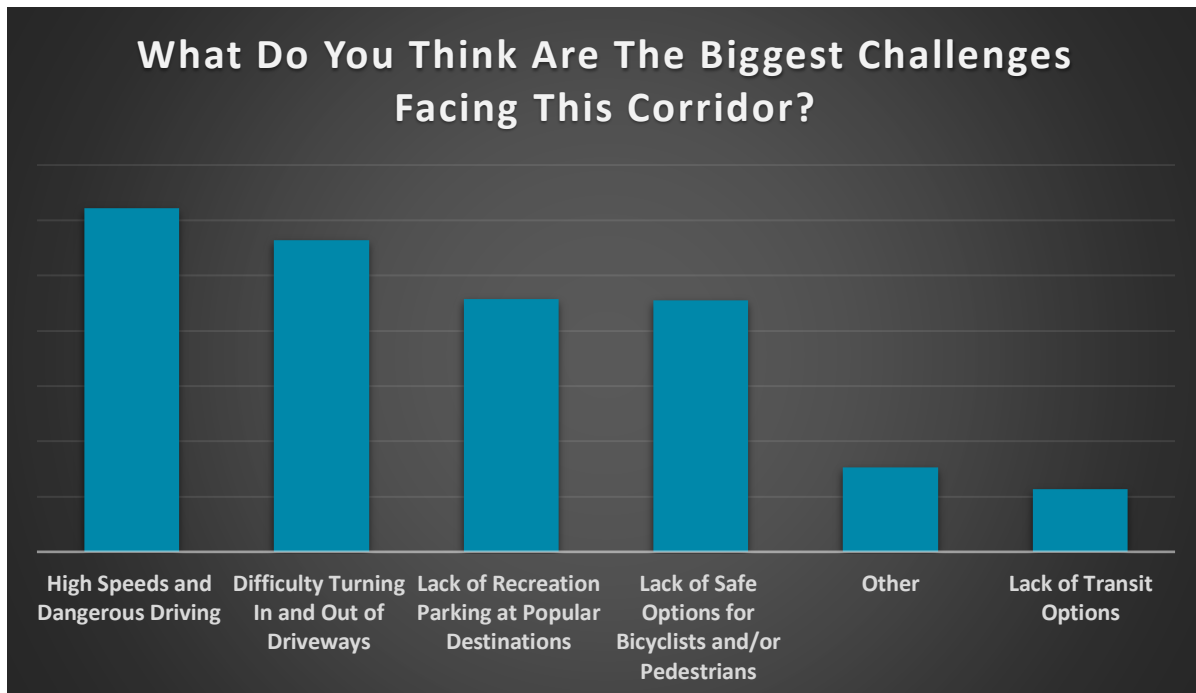
**Question 6: When you think about what US 50 could look like in the future, in 5 words or less, what comes to mind?**

Out of the 249 responses, consistent sentiments are depicted in the graph:

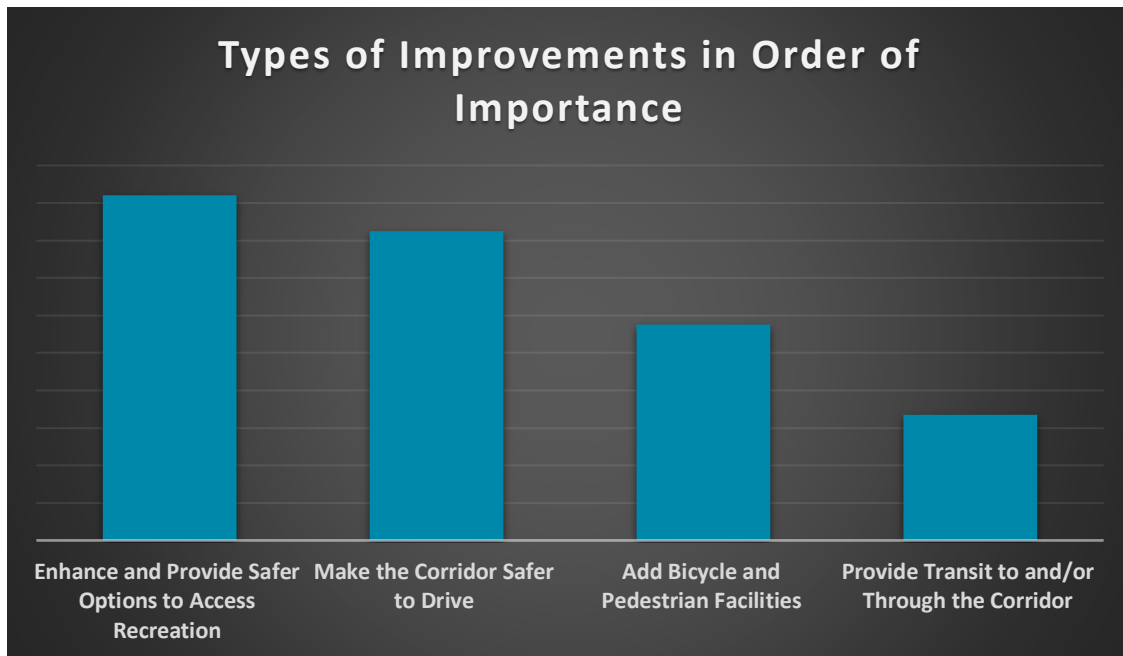


See **Appendix A** for all responses.

**Question 7: What do you think are the biggest challenges facing this corridor?**



**Question 8: Thinking about the corridor as it is today, place the following improvement types in order of importance to you with the top being the most important and the bottom the least important.**



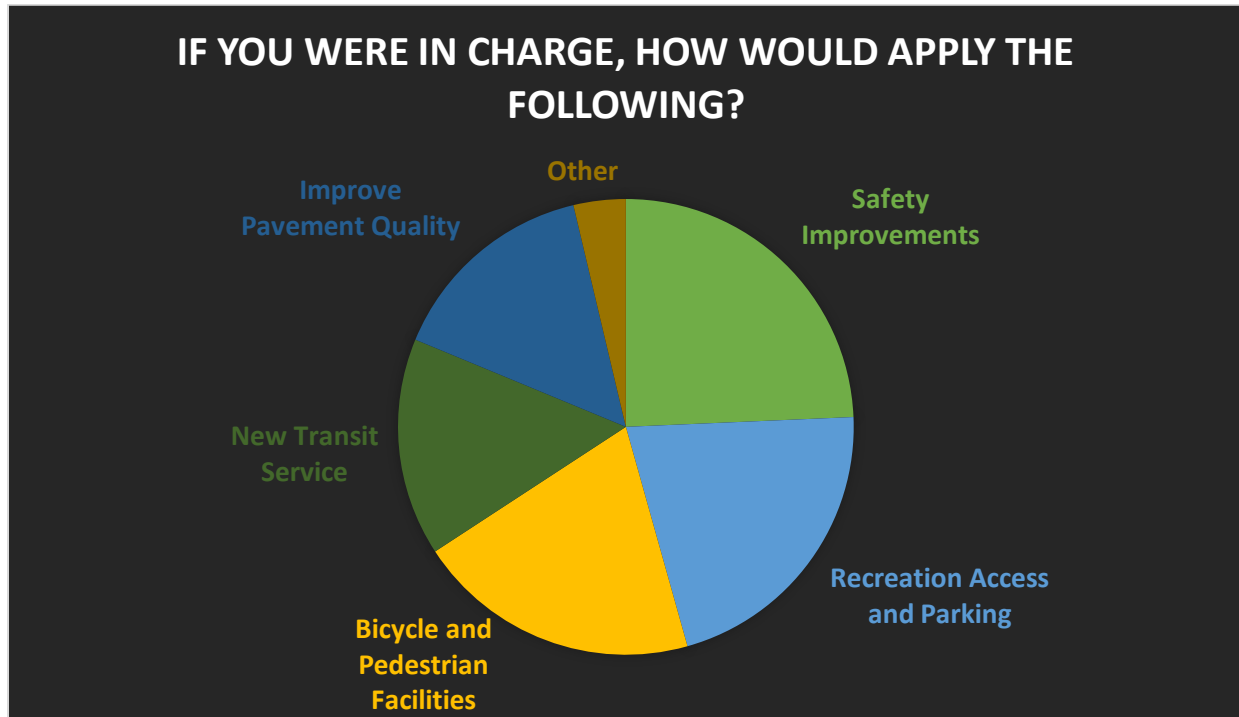
**Question 9: Are there any improvement types you feel are important for the corridor?**

Out of the 211 online survey responses, common responses were found around the following:

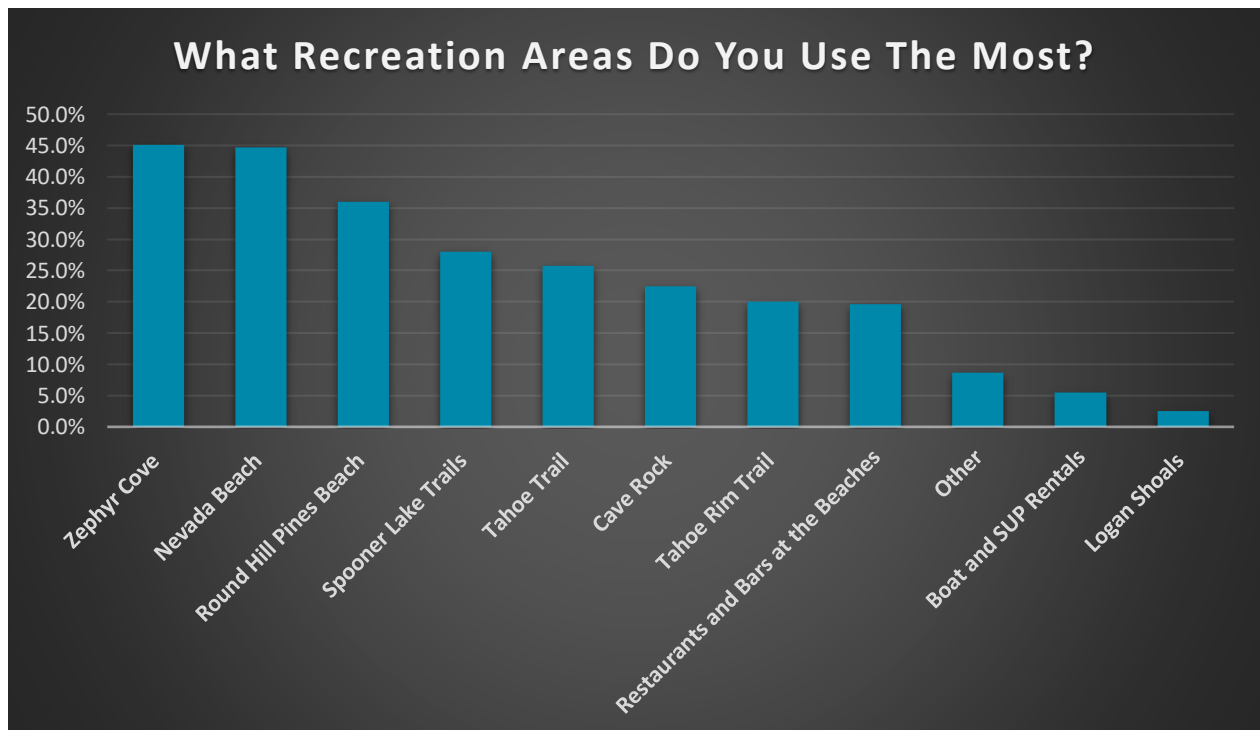
- Speed controls and limits
- Center median and/or barrier rails
- Acceleration/deceleration, center turn lanes, and improved access
- Parking enforcement and/or restrictions
- New traffic signals, with a few interested in roundabouts
- Bike lanes, pedestrian facilities, and crosswalks
- Leaving the corridor the way it is, no lane reductions

See **Appendix A** for all responses

Question 10: If you were in charge of improvement funding, what percent would you apply to each of the following?

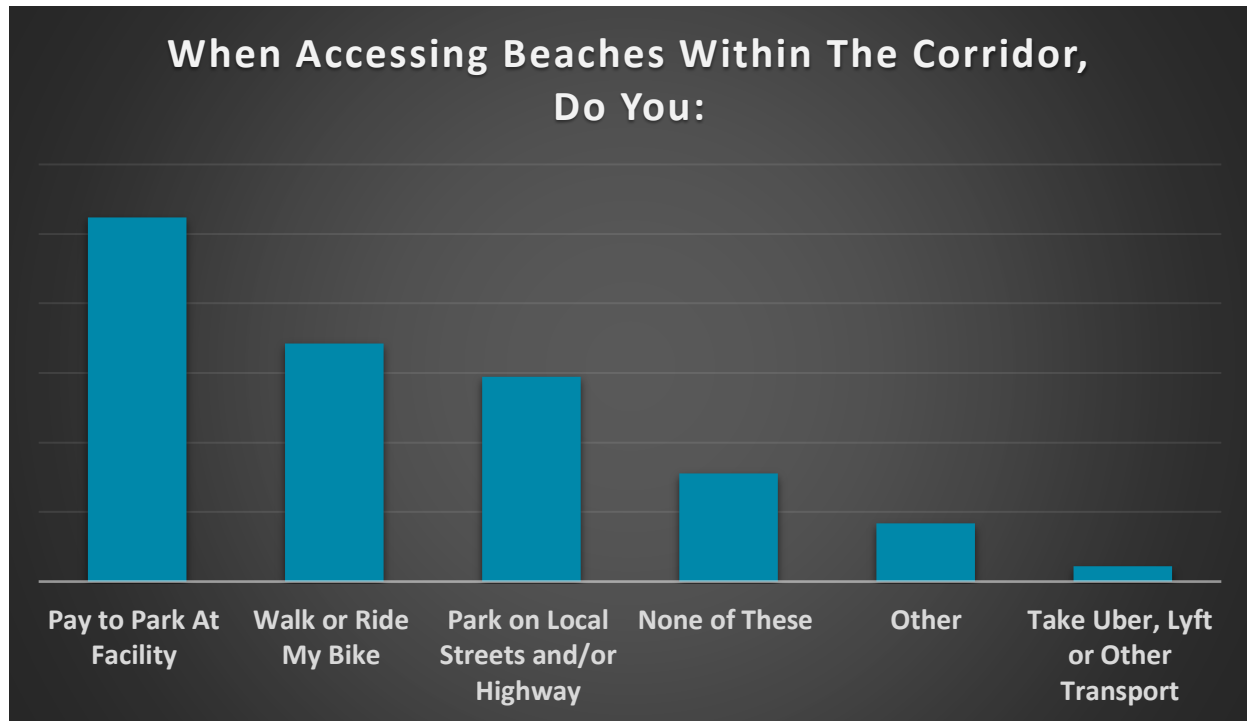


Question 11: When thinking about recreation areas within the corridor, which do you use the most? Please select 1 to 3 items.

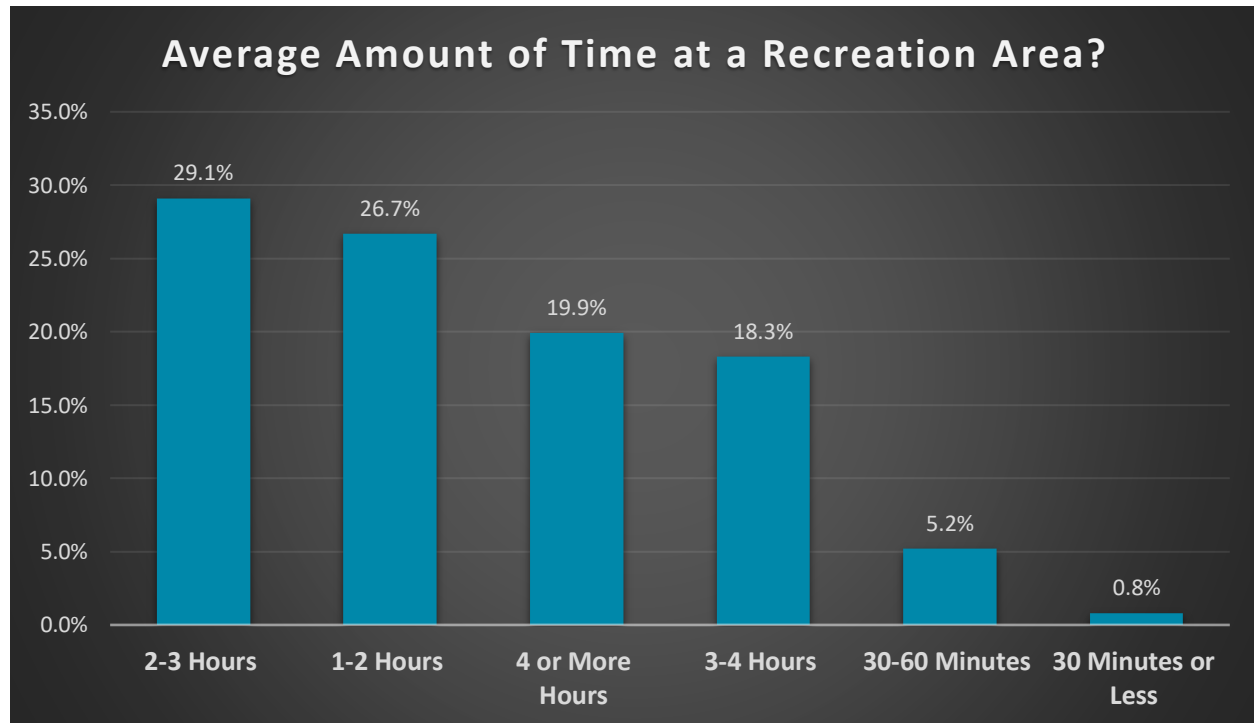




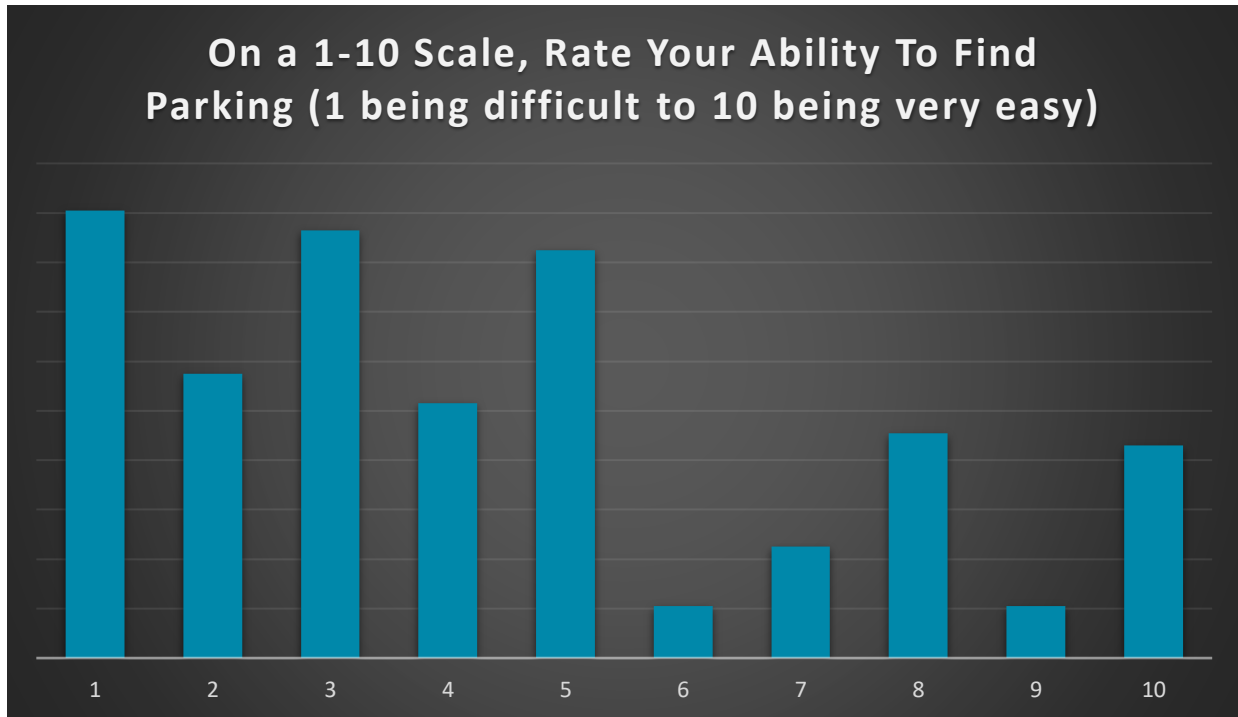
Question 12: When accessing beaches within the corridor, do you:



Question 13: On average, when you go to a recreation area, how long are you staying at that site?



**Question 14: On a scale of 1-10, rate your typical ability to find parking at recreation destinations within the corridor with 1 being extremely difficult and 10 being very easy.**



**Question 15: Are there any specific issues or areas of concern you would like the study team to know about?**

Out of the 212 responses online survey, common issues and concerns were found around the following:

- New signals and/or roundabouts at cross-streets
- Access to/from neighborhoods, particularly Marla Bay, Zephyr Heights, Lincoln Park and Pine Cone Resort.
- Parking enforcement and/or restrictions
- Concerns over previous concepts to reduce travel lanes
- Speeding and general safety concerns
- Tourist traffic and limiting visitation
- Bicycle and pedestrian improvements

See **Appendix A** for all responses.

Note: Review of the submissions from the public survey revealed that a very high percentage of respondents were full-time or seasonal residents (86.5-percent). The study team desired to obtain survey data from constituents that better reflect recreationalists and non-resident travelers. To that end, a separate survey was launched consisting of the same questions but aimed at groups that tend to favor non-resident travelers. The recreational-focused survey was launched in early Fall of 2021 and shared across interest group email lists for hiking and outdoor clubs in the Carson Valley and the Truckee Meadows among other outlets. The results of this survey are provided in **Appendix B**.



### 3.3 Round 1 Public Outreach Key Takeaways

#### Summary of Feedback by Goal Area

The feedback received during the first round of public outreach greatly mirrors the draft goals developed for the study. The major reoccurring points the public brought up, typically fit within these five goal areas as summarized below.

**Improve Safety:** Design for fewer crashes, safer turning movements, slower speeds, and safer multi-modal choices.

#### Relevant public priorities and comments:

1. Zephyr Cove south through Zephyr Heights to Round Hill Pines Beach
  - Support for NDOT's construction of a new traffic light at Warrior Way
  - Encourage USFS facility redesign using Warrior Way as main entrance and adding additional parking within Zephyr Cove Resort area for both beach areas
  - Provide additional off-highway parking to the east of US50 in the Warrior Way area
  - Address the curved section from existing lighted intersection at Zephyr Cove Resort through Zephyr Heights area to improve safety and turning movements for this section
    - Improve turn movements for all the side-streets/driveways and the Presbyterian Conference Center area to reduce crashes
    - Slow traffic down and reduce corridor speeding
    - Combine driveways or streets to reduce the number of access points or provide frontage type access to consolidate accesses
    - Provide safe pedestrian and bike access
  - Provide safe pedestrian bike and transit access from off highway lots to Zephyr Cove, this solution could be a combination of public and concessionaire
  - Address turn movement/deceleration lane at existing lighted entrance to Zephyr Cove Beach Resort
  - No Parking Zone along US 50 from north of Skyland to Round Hill Pines Beach
2. Cave Rock Area (Lincoln Park & Cave Rock residential area)
  - Provide deceleration and acceleration lanes for Cave Rock State Park
  - Signage northbound and southbound to alert drivers of upcoming turn movements, particularly by trucks with boat trailers
  - Provide safer turn movements to/from neighborhoods and consider combining driveways/side-streets
  - Provide safe pedestrian access to Cave Rock State Park
  - Prohibit unsafe shoulder parking and provide alternative transportation modes
3. Round Hill Pines south to Kingsbury Grade
  - Support for the USFS/FHWA relocation of the Round Hill Pines Resort main entrance
  - Relocate shoulder parking to off highway parking
  - Provide a deceleration/right turn lane for Elks Point Road
  - Provide safer access to/from Lake Village
  - Provide bike lanes along US 50
  - No parking zone, Elks Point Road to Zephyr Cove

**Protect the Lake:** Reduce erosion with appropriate parking, trails, and access. Ensure water quality by reducing the sediments into the lake. Reduce vehicular congestion points to improve air quality.





### Relevant public priorities and comments:

- Address the left turn queues occurring on SR 28 at US 50
- Address corridor queues due to recreation facility traffic backing on to highway
- Make US 50 a No Parking Zone similar to SR 28
- Provide safer, channelized access to recreation areas through multi-modal connections

**Enhance Visitor Experience:** Manage capacity. Enhance recreation alternatives. Provide consistent, clear, and concise directional signage for all modes of transportation. Promote value to future generations.

### Relevant public priorities and comments:

- Improve signage to alert travelers in advance of recreation destinations
- Provide warning signs on the north side of the Cave Rock tunnel alerting motorists of upcoming turning trucks with boat trailers
- Alert visitors ahead of time regarding parking lot or recreation capacity so they can make different choices like taking transit

**Expand Transportation Choices:** Encouraging transit, bicycling, and walking. Expand the Tahoe Trail shared-use path to connect transportation choices such as off highway parking lots and transit stops.

### Relevant public priorities and comments:

- Extend Tahoe Trail shared-use path from Round Hill Pines Resort to Zephyr Cove
- Connect new off-highway parking at Zephyr Cove, Round Hill and Kahle Drive to the Tahoe Trail and to transit opportunities
- Consider transit options, both public and potential shuttle by concessionaires at USFS facilities.
- Extend Tahoe Trail to connect the Casino Core during the Highway 50 Loop Road project to Laura Drive
- Connect Tahoe Trail from Zephyr Cove to Cave Rock

**Promote Economic Vitality:** Encourage collaboration. Establish public private partnerships. Reduce resource impacts.

### Relevant public priorities and comments:

- Work with concessionaires to see if they would provide open air shuttle from parking up on Warrior Way down to the beach as part of the entrance fee
- Look at mainline transit system for workforce and recreation day trippers coming from Carson Valley
- Consider relocation of cabins at Zephyr Cove Resort which could open up safer residential connectivity while potentially making the cabins more profitable
- Provide corridor connectivity to the Carson City trail system up old Clear Creek road

## Summary of General Feedback

Other comments received during Round 1 outreach were not location-specific or didn't fall within one of the study goal areas but rather were more general in nature or focused on the study process itself. These comments include:

- Request that the road safety crash data be linked with the various alternative solutions so that the public can understand how an area can be improved.
- That significant crashes outside of the five years of crash data be noted along with bike and pedestrian crashes and considered in the planning process.



- Regarding the public's concern with the high speeds on US 50, can we calculate the impact or increase in length of time it will take a traveler to get through a segment if various mitigation or safety measures are suggested? It will help understand the impact of each alternative suggested.
- Can the total number of commercial trucks using US 50 be determined? The number that stop in the resort core and the number that are through traffic? Concern that I-80 closes more often than in the past and the trucks are diverting to US 50 as the next fastest route and US 50 is not setup for chain control inspection or even for truck chain up locations.
- Will the plan be broken up into logical segments like the SR 89 Plan? This may help focus alternatives relevant to segments of US 50.
- Several stakeholder and public comments were handled immediately by sending to the appropriate operations/maintenance division or agency. These include trimming of trees blocking a pedestrian sign and missing signs.



# APPENDIX A – Round 1 Outreach Comments and Survey Responses



## June/July 2021 Public Outreach Comment Matrix

No.	Date	Type	Seg	Category	Comment
<b>Douglas County Presentation</b>					
1	18-Jun	A		4 Parking	DC Sheriff receives calls for parking issues on Cave Rock Dr. for Cave Rock Trailhead and there isn't anything they can do unless someone is blocking road.
2	18-Jun	B		4 Safety	Cave Rock SP entry turn movements and lack of acceleration or decel lanes needs to be looked at in the study.
3	18-Jun	B		0 Parking	Need mobility centers (park n ride lots) so folks have consistent place to go and access transit
4	18-Jun	B		2 General	Plans for Medical Facility at Lakeside Inn and local type small casino at Kahle Drive Sushi Pier Building.
5	18-Jun	P		0 General	Stakeholders often get more attention/power with suggestions than the general public; citizens/general public should come first.
<b>Kahle Dr./Rabe Meadows</b>					
6	22-Jun	P		2 Safety	Traffic Signal Lake Village entrance
7	22-Jun	P		2 Bike/Trail	Extend bike path north from Round Hill Pines Beach to Zephyr Cove or further.
8	22-Jun	P		3 Safety	Roundabout or Traffic Signal at Lakeview Dr.(E) & Lakeshore Blvd.(W) intersection where crosswalk; safer for pedestrians
9	22-Jun	P		3 Safety	Turn lanes for those who live North Martin Dr area
10	22-Jun	P		3 Safety	N. Martin Dr. and Lakeview Dr. are unsafe, we need a traffic light
11	22-Jun	P		3 Safety	Exits from Zephyr Heights & Zephyr Knoll neighborhoods unsafe entrances need a traffic light
12	22-Jun	P		3 Safety	Turning into or out of Conference Center is really bad not safe (Zephyr Point Presbyterian Conference Center)
13	22-Jun	P		3 Parking	Should have No Parking SB Mason Ct. thru Greystone Way
14	22-Jun	P		0 General	Four Lanes are a must; do not remove any lanes; (new South Tahoe Events Center) convention center will increase traffic
15	22-Jun	P		0 Parking	Add parking off roadway
16	22-Jun	P		2 Safety	Round Hill Pines Entrance is dangerous
17	22-Jun	P		2 Parking	Add more parking so it is safer (referring to shoulder parking on 50)
18	22-Jun	P		2 General	The USFS road down to Round Hill beach is terrible lots of pot holes
19	22-Jun	P		3 Parking	Need Parking Management on highway, move off-highway
20	22-Jun	P		3 Safety	Warrior Way Traffic light is high priority
21	22-Jun	P		3 Safety	N. Martin Dr address with turn lanes for safety
22	22-Jun	P		3 Safety	Lakeview Dr address turn movements the west side has Pinewild subdivision their access is terrible. They have 105 units and Marla Bay has 300 units, this is terrible intersection can't see up the road. Lower speed limit to 40 mph
23	22-Jun	P		0 General	Need more NHP to enforce traffic and parking. Called it Murder Row
24	22-Jun	P		3 Bike/Trail	Extend bike path north from Round Hill Pines Beach to past Zephyr Cove
25	22-Jun	P		3 Crossing	Zephyr Heights pedestrian crossing activity is scary to cross, not good site distance
26	22-Jun			3 Parking	Get parking off the highway, people are walking in the traffic lanes
27	22-Jun	P		3 Crossing	No Roundabouts, they don't work with pedestrians, maybe one at Zephyr ok would slow traffic
28	22-Jun	P		2 General	Eliminate 4H Rd down to bikeway only Laura Dr. East to 50 and then eliminate 4H Rd West from Laura Dr. to Camp and run new access for 4H to Kahle. Then everyone is going out at stop light on Kahle Dr. and 50. GID owns road and is in favor. Kahle is to be widened with sidewalks.



29	22-Jun	P	0	General	Need real bike lanes on highway, bike path does not function for those going to work or to specific businesses. Bike lanes are better for e-bikes and Lime scooters.
30	22-Jun	P	0	General	More traffic, more speeding, Suggests 35mph speed limit and enforce it.
31	22-Jun	P	0	General	I get road lane reduction idea but don't know how you can balance highway traffic increases with bicyclist
32	22-Jun	P	0	General	Use the old wagon road (uphill-west) for bike path
33	22-Jun	P	3	Parking	Zephyr Cove parking on highway is out of control, relocate to off-highway lots even if it means paving paradise.
34	22-Jun	P	6	Safety	If I am on SR 28 and need to go east I turn right on 50 and turn around down at the Forest Service entrance to go back east on 50-traffic - backs up and it is unsafe.
35	22-Jun	P	3	Safety	Lincoln Park/Cave Rock subdivision is a real safety issue pulling out. 15 new homes are being built. Need to improve turn movements in and out.
36	22-Jun	P	3	Parking	From Mason Ct back to Cave Rock, make it no parking and a simple fix would be to put up No Parking Signs now where they are parking by bin walls. All other bin walls are signed No Parking.
37	22-Jun	P	4	Parking	Need to address parking at Logan Shoals vista, it is now starting to creep north of pullout. Can they park inside near restroom?
38	22-Jun	P	0	General	Need more NHP to enforce traffic and parking at Zephyr Cove
39	22-Jun	P	3	Safety	Presbyterian Conference Center turn movement is bad
40	22-Jun	P	0	General	I am open to a two lane highway in some sections with center lane for turning if it makes it safer to have less lanes and better turn lanes.
41	22-Jun	P	0	General	Support toll into basin if the money stays in the Basin to improve the parking, connectivity and solves the problem.
42	22-Jun	P	0	General	Problem with vacation home rentals like in Lincoln Park where there are 40 dwelling units, of those 7-8 are VHR but they advertise the sleep 10-20 people plus they have more housekeeping, plumbers etc., which means more cars than the average house which impacts traffic and the turning into our streets.
43	22-Jun	P	4		Lincoln Park subdivision binwall people are now parking there can it be signed No Parking? Other binwall areas are posted No Parking. Written Comment with Map and Photo provided. The overflow is from Cave Rock SP. There is no way for cars to exit the area w/o entering lane of traffic. The pedestrians are then walking in lane of traffic to park and they are walking in front of Lincoln Park and the ingress and egress to subdivision. They then are mixing and are walking down the entrance road to the State Park. This is a safety issue for both pedestrians and motorists. It impedes line of site along the curve and the subdivision-numerous crashes every year.
44	22-Jun	P	0	General	Public is using terms "Murders Row" "Suicide Way" "Death Point"
45	22-Jun	P	0	Safety	Center turn lane for lefts would be great
46	22-Jun	P	3	Parking	Parking along Zephyr Cove needs to be removed
47	22-Jun	P	2	Safety	Left out of Safeway is scary
48	22-Jun	P	2	Parking	People are parking at Safeway to go to the beach (walking in lanes or crossing issues)
49	22-Jun	P	0	General	Possible roundabouts at strategic locations
50	22-Jun	P	0	General	Reduce traffic if possible
51	22-Jun	P	0	General	Glenbrook to Stateline is in need of improvements in its entirety.
52	22-Jun	P	0	General	Far too many people along the roads
<b>Cave Rock State Park</b>					
53	24-Jun	P	0	General	5 lanes (w with center turn lane)
54	24-Jun	P	0	General	Concerned with narrowing and emergency access
55	24-Jun	P	0	General	Frontage road for neighborhoods
56	24-Jun	P	0	General	Dangerous road.
57	24-Jun	P	0	General	Don't decrease Flow
58	24-Jun	P	3	General	Tow cars at Zephyr Cove
59	24-Jun	P	3	Safety	Light the new traffic light at Zephyr
60	24-Jun	P	4	Crossing	Lincoln Park ingress/egress issues with pedestrians walking to Cave Rock SP

61	24-Jun	P	4	Safety	Lincoln Park needs entry and exit lanes
62	24-Jun	P	0	Safety	Roundabouts where possible help traffic calming
63	24-Jun	P	0	General	High Speeds people don't go 45
64	24-Jun	P	0	General	Center divider from Spooner to Kahle with openings at left turns and lights
65	24-Jun	P	0	Safety	Lakeland Village (? Heavenly?) turn movement issue, accident Tuesday 6pm
66	24-Jun	P	0	General	Evaluate the route, concerns with road diet (referred to Town Paradise fire) reducing it for bike lanes are you creating evacuation issues?
67	24-Jun	P	0	Safety	No Roundabouts, Europe is reversing theirs.
68	24-Jun	P	0	Parking	Like off-highway parking with free shuttle
69	24-Jun	P	2	Parking	More Parking at Kahle trailhead
70	24-Jun	P	4	Safety	Boater from Idaho - I like this boat ramp, come often, the weekdays are generally Ok but weekends the left turn pocket is not long enough heading NB.
71	24-Jun	P	4	Safety	Boater from AZ - coming from Stateline NB it is not signed to let you know that the turn is coming up and Siri doesn't warn you, we had to slow way down in outside lane to abruptly get over as we could see tunnel ahead and didn't know if we could turn a boat around.
72	24-Jun	P	4	Safety	Boater from CA - I am a long haul trucker and we come here a lot. Weekdays it is easy to launch but weekends are messy and safety on highway is an issue. We generally are coming from Stateline NB but there are no warning signs on either side of Cave Rock that long truck trailers are turning 'x' feet to boat ramp. It should be before tunnel SB and way before the NB turn pocket.
73	24-Jun	P	4	Safety	NV boater comes 20 times a year (lives in Zephyr Cove) - Queuing on the highway is bad, NB in turn pocket needs longer center turn lane and warning about traffic ahead.
74	24-Jun	P	3	Safety	Zephyr Cove Resort area is the most dangerous area, left turns are impossible and SB is scary too. Need right turn lane into resort.
75	24-Jun	P	0	Safety	I'm in favor of roundabouts if safe; have traffic lights timed (sync)
76	24-Jun	P	0	Parking	Parking in No Parking Zones should be ticketed, not being done.
77	24-Jun	P	4	Safety	Logan Creek Rd area - do we know the ROW? Concerned about the left and right turns with no center turn lane or right lane. People don't do the speed and it is on blind curve. There are about 21 homes with some buildable lots above, more traffic and it is dangerous now.
78	24-Jun	P	0	Bike/Trail	In favor of getting trail built, would like to see the section done from Round Hill to Cave Rock done soon as possible. It is scary watching families walk in high-speed traffic.
79	24-Jun	P	0	General	Public land is OUR land, all of us! One death is to high of a price. We need to use those for improvements like parking, or turn lanes, or winter snow removal.
80	24-Jun	P	0	General	They did a nice job with SR 28 path and parking and No Parking Zone. We need something like that.
81	24-Jun	P		General	What about Skyride technology to get around Cave Rock?
82	24-Jun	P	2	Parking	What about only electric vehicles at Roundhill Pines Resort parking?
83	24-Jun	P	4	Bike/Trail	Go around the outside of Cave Rock with pier.
84	24-Jun	P	0	General	Consider (k-rail) divided highway for safety maybe on curves that are dangerous.
85	24-Jun	P	3	General	Ok with 2 lanes in some areas for safety like maybe from Zephyr Cove resort through curves to where crosswalk is. It is so dangerous in that section. The Conference Ctr point area is most dangerous then Emerald Way area (Zephyr Cove Assoc. area) then the Heights.
86	24-Jun	P	0	General	High Speed Ferry would help get people from driving around the lake.
87	24-Jun	P	3	Bike/Trail	Separate bike path from end of Kahle path to Zephyr Cove
88	24-Jun	P	0	Safety	Frontage road for neighborhoods
89	24-Jun	P	0	General	4 lanes with center turn lane, 5 total Glenbrook to Stateline
90	24-Jun	P	4	Safety	Turn movements at Logan Creek
91	24-Jun	P	0	Bike/Trail	Bike Safety (lanes?)
<b>Zephyr Cove Park</b>					
92	24-Jun	P		Safety	Would Like deceleration NB lanes with center turn lane for residential areas and same for SB turn lanes or decelerations lanes.

93	24-Jun	P		Safety	Presbyterian Conference Center turning needs to be fixed.
94	24-Jun	P		Safety	Emerald Way entrance needs turning lane and entry lane going south
95	24-Jun	P		Safety	Why does Warrior Way get a traffic light and Zephyr Heights doesn't?
96	24-Jun	P		Safety	There needs to be a center barrier in some places like curves
97	24-Jun	P		Safety	I'd like it (highway) safer in places, you could widen and if it is 2 lanes in certain places what are we sacrificing in time and safety?
98	24-Jun	P			I want a bike lane from Cave Rock to Stateline.
99	24-Jun	P			There is no SB turn lane for Zephyr Cove resort- cars queue on highway.
100	24-Jun	P			There should be No Parking on Highway but the fair thing is to provide off-highway parking.
101	24-Jun	P			Cave Rock hike to top should be looked at, they are parking on neighborhood streets and getting in and off highway is unsafe.
102	24-Jun	P			Cave Rock add center divider to make it safer.
103	24-Jun	P			The commercial kayak rentals provide shuttles with rental equipment to Cave Rock but if you are private, you don't have an option to get to Cave Rock with a shuttle and your own equipment. That needs to happen( there are only 11 spaces for non-boats)
104	24-Jun	P			Increase NHP enforcement for highway.
105	24-Jun	P	3	Safety	Zephyr Heights - people go too fast on 50, you take your life in your hands . Lake Village is 35mph, why can't Zephyr Heights be the same; there can't be more accidents (at Lake Village).
106	24-Jun	P	3	General	More enforcement by Sewer Rd.
107	24-Jun	P	3	Safety	I don't think 2 lanes will work, they say there is no room to add lanes but it would be nice to have turn lanes.
108	24-Jun	P	3	General	Bourne Meadows curve is dangerous.
109	24-Jun	P	3	Transit	USFS Concessionaire should provide shuttle from Warrior Way to parking (they are making the money off entry)
110	24-Jun	P	3	Parking	Use school parking lots and pay them for security; more expensive but less than doing remote parking.
111	24-Jun	P	0	General	Safety barrier between lanes from Spooner to Glenbrook
112	24-Jun	P	6	Bike/Trail	Pedestrian/bike lane Spooner to Glenbrook should be added to south side of highway so that it is separated from old Highway 50 entrance to Glenbrook.
113	24-Jun	P	0	General	Leave Hwy 50 4 lanes and bicycles do not pay for our roads.
114	24-Jun	P	3	General	Speed limit Stateline to Skyland should be reduced to 35 mph with flashing sign posting car's current speed.
115	24-Jun	P	3	Safety	Entrance to Roundhill either relocate or build turn lanes in and out.
116	24-Jun	P	3	Safety	Build SB right turn lane to stop queuing on highway in right lane.
117	24-Jun	P	3	Parking	No Parking along Zephyr Beach, people walk out in travel lanes, young children run out onto highway, people make U-turns to get to parking spot
118	24-Jun	P	3	Parking	Relocate parking (Zephyr) to parking lot built at the Intersection of 50 and Warrior Way
119	24-Jun	P	3	Safety	Put a stop light at Warrior Way with crosswalk
120	24-Jun	P	3	Safety	Exit out of Zephyr Heights, north entrance at Martin Dr., needs better site distance for traffic coming from south. Perhaps cut out the rock blocking much of the view.
121	24-Jun	P	3	Safety	Build a turn lane from 50 , heading south, onto Martin
122	24-Jun	P	3	General	Do not reduce 4 lane traffic between Stateline and Spooner
123	24-Jun	P	3	General	2017 NDOT meeting did not go as planned. No root cause analysis of accident data was presented or apparently conducted only the assertion that 2 lanes would be safer than existing 4 lanes. This didn't make sense to the participants.
124	24-Jun	P	3	Bike/Trail	While bike lanes would be an improvement, losing 2 lanes of traffic is not a reasonable tradeoff. The bike/ped path Incline to Sand Harbor would be a much better model.
125	24-Jun	P	0	General	50 suffers from severe traffic congestion during peak summer weekends, ZC, RH, NV Beach, reducing the lane count and adding roundabouts at these congested areas was preposterous.

126	24-Jun	P	0	General	Cyclist at the meeting relayed their objections to roundabouts stating that traffic lights are safest for cyclists.
127	24-Jun	P	3	Parking	Zephyr Cove resort managers should be compelled to solve the problem of shoulder parking on 50 with on-site parking and the kiosk backup of cars onto the highway and not leave it to NDOT.
128	24-Jun	P	3	General	Recommended that NDOT work with USFS, Douglas County, Aramark etc., to come up with real solutions similar to the Incline bicycle/ walkway.
129	24-Jun	P	0	General	TRPA unveiled a transportation plan which "planner encourage biking, walking and transit through new projects and programs" Sounds like the right approach and NDOT should be a part of this.
130	24-Jun	P	2	Safety	Roundabout at SR 207 and US 50
131	24-Jun	P		Safety	Add light at Lake Village
132	24-Jun	P	3	Safety	Improve access to Zephyr Heights and Zephyr Pt
133	24-Jun	P	2	Safety	Access to Round Hill Pines is very dangerous regardless of point of entry
134	24-Jun	P	3	Safety	Add Turn lanes for Martin Dr.
135	24-Jun	P	3	Safety	US 50 would be better if turning into either Martin or Lakeshore wasn't a death wish.
136	24-Jun	P	3	Safety	ZC Resort to Elks Point traffic is too fast to enter from businesses. It would only require restriping, cheap and immediate solution even if it is only temporary.
137	24-Jun	P	3	Safety	Pulling in or out of commercial area is extremely dangerous!!! No good line of site. Speeding is excessive 65 mph at times. No turn lane!
138	24-Jun	P	3	Safety	The (ped) crossing at Marla Bay should be a traffic light, too dangerous to cross, would slow traffic around Zephyr Point.
139	24-Jun	P	3	Safety	Left turn into Emerald neighborhood is dangerous
140	24-Jun	P	0	General	Improve enforcement of speed limits
141	24-Jun	P	3	Safety	Zephyr Shoals illegal U-turns on 50
142	24-Jun	P	3	Safety	Improve turning onto Emerald or out of Church (Presbyterian)
143	24-Jun	P	3	Safety	Roundabout at Warrior Way
144	24-Jun	P	3	General	Take advantage of Dreyfus and put in bike trail, parking, restrooms
145	24-Jun	P	0	Transit	Transit with reasonable headways between Glenbrook and Stateline
146	24-Jun	P	0	General	50 would be better if it was reduced to 3 lanes, you could use moveable bollards to adjust peak flows (e.g., Caldecott Tunnel). Provided bike lane.
147	24-Jun	P	0	General	Add center barrier in high incident/accident areas
148	24-Jun	P	3	General	Single lane each side from Safeway to Warrior Way would be helpful especially around commercial and residential areas/zones.
149	24-Jun	P	0	General	Lane #'s were reduced east of Elks Pt. East Bound 12' ; Center turn lane;; WB 12' with Bike 12'
150	24-Jun	P	0	Bike/Trail	Separate bike trail would be great where possible (USFS)
151	24-Jun	P	3	Parking	No highway parking for beach Tall Pines Cove Ln Graystone Way area
152	24-Jun	P	3	Bike/Trail	No Bike Path thru neighborhoods (sticker by Skyland)
153	24-Jun	P	0	Parking	No Parking on side of Highway
154	24-Jun	P	0	General	SZS ? Were implemented (maybe SEZ or Stormwater improvements it was general comment)
155	24-Jun	P	0	General	50 would be better if there was no shoulder parking, add intercept lots
156	24-Jun	P	0	General	Would split highway work? It would help with emergency access and evacuations (putting through traffic uphill and around to Loop Road)
157	24-Jun	P	4	Parking	US 50 would be better if there were No Parking signs on west side from Lyons Ave to top of hill, cars are parking here and it is very dangerous.
158	24-Jun	P	4	Bike/Trail	US 50 would be better if there were a Cave Rock bike lane or bike tunnel.
159	24-Jun	P	3	Safety	50 would be better if there were NB left turn lane into Marla Bay.
160	24-Jun	P	6	Parking	US 50 would be better if any new parking near Spooner is on south side of highway, maybe near maintenance facility.
161	24-Jun	P	6	General	Continue Lane barriers from summit down to Glenbrook
162	24-Jun	P	6	Safety	28 & 50 -this is a dangerous intersection
163	24-Jun	P	6	Bike/Trail	Add a bike lane to this stretch - Spooner to Cave Rock but on the decent side (it said south side decent side but decent is on north)
Kahle Community Center					



164	26-Jun	P	2	Safety	People die here, move entrance - turn lanes (arrow at Round Hill Pines Beach)
165	26-Jun	P	3	Safety	At Marla Bay we need signal turn lanes, speed indicator signs, better signage. It is dangerous to turn there!!!
166	26-Jun	P	3	Safety	Lots of rear enders at Zephyr Pt or Conference Pt and they are always bad.
167	26-Jun	P	3	Safety	Add K-rail (sticker Emerald Way area thru curves SB) No left turns make people turn around at traffic lights, add light at ped crossing (seems to indicate turn around at Zephyr light and new ped light)
168	26-Jun	P	3	Parking	Get parking off the highway.
169	26-Jun	P	3	Bike/Trail	Look at pedestrian safety, extend the path, there are cars like I have never see before.
170	26-Jun	P	0	Parking	Please get cars off the road in all areas. No beach parking on the Highway.
171	26-Jun	P	3	Parking	Parking all along ZC opening doors into slow lane, drunk people stumble into the road, dogs, kids drifting into lanes and running across highway.
172	26-Jun	P	3	Safety	Turn lane for homes at Tall Pines very dangerous to pull in our out of a single lane entry. About 15 homes
173	26-Jun	P	0	General	Deadman's curve, more accident's here than Conference Pt. (sticker on curve south of Cave Rock)
174	26-Jun	P	0	General	Enter and Exit Cave Rock boat launch, people parking crazy running across
175	26-Jun	P	0	General	Accidents north of Cave Rock seem to be speed related or ice coming out of tunnel.
176	26-Jun	P	6	Safety	Traffic circle at 50 & 28 intersection; more traffic calming
177	26-Jun	P	0	General	Add left acceleration lanes out of all subdivisions
178	24-Jun	P	3	Parking	Douglas County owns a large portion of land next to the fire station on Warrior Way, why can't we make that a metered parking lot and add an under ground walkway to Zephyr Cove beach? Scott Morgan has started a cost analysis for this already.
179	24-Jun	P	2	Safety	Add a left acceleration lane out of Safeway
180	24-Jun	P	0	General	Make US 50 a recreation corridor and add a bypass lane from Kingsbury to Spooner for through traffic, fire and emergency efforts.
181	24-Jun	P	0	Bike/Trail	Add bike lanes
182	24-Jun	P	0	Parking	Need better parking options
183	24-Jun	P	0	Parking	Can we have weekday only commercial parking lots open their parking to the public during the weekends?
184	24-Jun	P	0	General	Can we use school busses that are just sitting in the summer as shuttles for beach goers?
185	24-Jun	P	2	Safety	On Elks Ave there need to be a right lane for the residents to bypass the congestion created by beach goers.
186	24-Jun	P	0	Bike/Trail	Bikes should be off-highway. We use to get 3-5 bike accidents per week in summer and now traffic is 10 times what it use to be.
187	24-Jun	P	0	General	Need more NHP to keep people within speed limit
188	24-Jun	P	3	Safety	Need to add a right turn lane into ZC resort, they can get 10-30 cars in the #2 lane lining up at 7am and it goes on all day.
189	24-Jun	P	2	Safety	Add turn lanes for Round Hill Beach
190	24-Jun	P	0	Parking	TRPA and USFS have not allowed enough parking in the beach facilities so people can get off the highway.
191	24-Jun	P	3	Parking	ZC charges \$40-\$80 to park, it should be reasonable. It is creating a problem putting more cars out on highway.
192	24-Jun	P	3	Safety	Add Turn lanes Marla Bay/Lakeview/Zephyr Heights, Presbyterian Conference Ctr there is room to do it; get it done.
193	24-Jun	P	4	Safety	Cave Rock area south need to add turn lanes for Cave Rock Rd area and Lincoln Park the only way to fix it.
194	24-Jun	P	0	General	They plow 28 first before 50 yet the more people travel 50, especially weekends
195	24-Jun	P	0	General	Can't make it one lane each direction, there is too much traffic.
196	24-Jun	P	0	Parking	Do No Parking Zones like 28.
197	24-Jun		0	Transit	Buses would be a great answer, buy a ticket for day and go anywhere.

198	24-Jun		0	Transit	Transit currently not coordinated, nobody know what the other one is doing. Needs to be seamless.
199	24-Jun		0	General	Transportation connectivity between parking, path system and transit to make it work.
200	24-Jun		3	Parking	Sewer Rd is good option
201	24-Jun		0	Transit	Need to shuttle people from parking areas to beaches
202	24-Jun		0	General	Kids go back to school 3rd week in August so school parking lots may not be available during certain times of year.
203	24-Jun		0	General	Get rid of bike riders
204	24-Jun	P	3	Bike/Trail	Skyland needs a new fence, proposing a prefab cement fence put on a berm. This could provide a 10 foot emergency parking area which could be used for bike path, removing the bikes from highway. It would provide better visual for scenic corridor and bring noise level down in Skyland to the point NDOT would be free from having to legally do more extensive work on 50. Bike riders should have barrier separating them from traffic.
205	24-Jun	p	0	Bike/Trail	There will be objection to a 2 lane highway to add bike lanes for a small number of users.
206	24-Jun	p	0	Bike/Trail	If you narrow the lanes to 10 ft to add a bike lane, this demands more driver attention on a scenic road and seems inappropriate.
207	24-Jun	P	0	Bike/Trail	Widen 50 with a shoulder to provide a dedicated bike lane where possible, could be an area for emergency parking; seems desirable because it could be use by both cars and bikes
208	24-Jun	P	0	Bike/Trail	Construct a light weight bike path on the edge of 50, keeping cars and bikes separate where needed; seems it would be supported by public because it remove the danger of bikes on 50.
209	24-Jun	P	0	Bike/Trail	It seems that multiple solutions for both cars and bikes are needed because of the highway is so diverse.
210	24-Jun	P	0	Bike/Trail	There are locations along the highway where the existing highway could be moved toward the hillside so there would be room on the Lakeside to make road improvements for cars and bikes.
211	24-Jun	P	0	Bike/Trail	Where there are steep slopes and no room, build a light weight bike path that cantilevers.
212	24-Jun	P	0	Bike/Trail	There are areas it may be impractical to do anything but put bikes on road like the tunnel. It may be possible in these areas to go to one lane seasonally using temporary plastic poles.
213	24-Jun	P	0	Bike/Trail	Another option is sensors by the road and on the bicycles that electronic signs would then alert drivers of a bicyclist ahead, especially the group riders.
214	24-Jun	P	3	Safety	Presbyterian corner 3 roads enter the highway on turn, safe access is a problem. Ice makes it worse.
215	24-Jun	P	2	Safety	Round Hill Pines Entrance is dangerous, need to widen the road, visibility is poor.
216	24-Jun	P	3	General	Turn at Bourne Meadows ice forms across the road because water runs across the road need to fix.
217	24-Jun	P	3	Crossing	Pedestrian crossing (Marla Bay) people are in the shade, it is an optics problem may need to have light.
218	24-Jun	P	3	General	Install k-rail on Presbyterian Corner it may be a necessary evil to reduce this one segment of highway to 2 lanes.
219	24-Jun	P	3	Parking	Cars parked on shoulder of highway in the Zephyr Cove area is dangerous. Remove parking to off highway parking there were 160 cars parked in this segment on a moderately heavy day; look at Warrior Way or nearby areas for off-highway parking
220	24-Jun	P	3	General	Just south of Skyland on the downhill where slight left in road at bottom is an area where water collects and accidents happens. When the road is repaved they should look at this area.
221	24-Jun	P	4	Safety	Upper Lakeridge is awkward location with several side streets merging might want to collect them to one single entry exit on to 50.

222	24-Jun	P	0	Transit	Seems most of the seasonal traffic is from either the Carson Valley or San Joaquin valley need to provide transit service or provide an elevated light weight rail system.
223	24-Jun	P	0	Transit	Commuters provide practical bus stops and parking areas so they can take the bus to their job at the Lake.
224	24-Jun	P	0	General	Locals often go to Carson to shop we should encourage them to stay in basin with cheap free parking.
225	24-Jun	P	0	Transit	For tourist, provide incentives to park their cars and use mass rapid transit; make it fun and convenient
<b>Survey Comments</b>					
226		P	4	Safety	We live at 222 Lyons Ave which is across the Hwy from Lincoln Village. There is a crosswalk in place which is good to have but it is between two major curves on Hwy 50. There have been countless times when we are crossing that there is nearly an accident involving pedestrians and speeding cars. The cars come around both corners at 60 mph or more and rarely does anyone stop for the crosswalk. In fact they zoom around people in the crosswalk shaking their fists at them. My husband almost go hit just last Friday. It is extremely dangerous especially during the summer season. We would like to see a solar crossing light installed if at all possible before someone is killed in the crosswalk. A tunnel under the road would also be great but that sounds expensive. There have already been several wrecks near this crosswalk. Please take this suggestion into consideration.
227		P	0	General	Regarding the proposed changes to HWY 50. Keep the two lane road and build a bike path on the side, just like north shore. I realize this more expensive, but it's the right solution. I'm sure your traffic study shows significant increase in volume in the past decade, and considering the multiple decade solution proposed, two lanes will be needed in the future. Don't solve a problem today that causes a bigger problem in the future.
228	15-Jun	P	0	General	Don't add traffic lights at more intersections. There are already too many. Traffic circles are better and help control speed. Outlaw parking directly on 50... it's very dangerous! Add center dividers on more stretches. Outlaw left turns from side streets with limited visibility. Add left turn lanes where possible. Martin Drive is a death trap! Left turns into Zephyr Heights are both really dangerous. If there was a traffic circle within reasonable distance I would never turn left.
229	15-Jun	P	3	Safety	Dangerous turn into and out of Tahoe Glen Drive and all of Cave Rock left into Hwy 50
230	16-Jun	P	4	Safety	Please make it safer to exit/enter US50 from the Zephyr Heights community.
231	16-Jun	P	4	General	The excessive speed of traffic from Spooner Summit to Zepher Cove - usually 10 MPH over speed limit. Please consider a concrete median from Spooner to Cave Rock. Parking along Highway at Zepher Cove beach area very dangerous to pedestrians on both sides of the highway
232	16-Jun	P	1	General	It would be good to increase connectivity with Spooner Summit and the new Stateline Bypass road.
233	16-Jun	P	4	Bike/Trail	Extending Tahoe Trail to Zephyr Cove seems like it should be a major priority with more parking available near state line.
234	16-Jun	P	0	General	I have to drive this regularly, and every time you DoT folks get energetic about "improving" roads that work fine or "fixing" problems that don't exist, my commute gets less pleasant. You don't need to use your imaginations and reimagine paradigms or whatever. Just do maintenance and leave otherwise functional and pleasant drives alone. Leave it alone.
235	16-Jun	P	3	General	Ingress egress at the aces road to Lincoln Park subdivisions.

236	16-Jun	P	2	Parking	Make better/expand parking for Cave Rock, please.
237	16-Jun	P	0	General	Roundabouts or loss of lanes will result in more accidents, congestion and hinder emergency vehicles. Use adjacent land not highway for parking
238	16-Jun	P	0	General	PLEASE PUT STOP LIGHTS Along EVERY Intersection ON HIGHWAY 50!!!
239	16-Jun	P	4	Safety	Light at 50 and warrior way
240	16-Jun	P	6	General	Please slow down traffic on Kingsbury Grade too!! Or stop allowing CA plates on the NV side of the lake and all will be well!!!
241	16-Jun	P	4	General	Warrior way needs a light
242	17-Jun	P	0	Safety	Limit speeds of trailers. A friend of mine was clipped by a boat trailer and was almost knocked off his bike
243	17-Jun	P	0	General	Speeding is rampant. Turning into and out of side streets is extremely hazardous.
244	17-Jun	P	0	Parking	Parking to access the lake and it's surrounding disbursed public lands need to be maintained. Public agencies and non-profits have spent lots of funding and time acquiring land around the lake and access needs to be maintained and improved. Transit does not provide families reasonable access to the lake to carry kids and gear to enjoy lake. Please, please, don't take away road side parking without constructing disbursed parking areas. Yes safety is an issue, but can be addressed with Complete Street type improvements to allow folks to cross the road safely and to unload. Popular beaches is one way to enjoy the lake. Disbursed native areas also provide lake access to be enjoyed.
245	17-Jun	P	4	General	<p>The safe entrance/exit of residents and visitors to Marla Bay, Zephyr Heights, and Presbyterian Conference Grounds is of high concern. SO MANY accidents (and a few deaths) have occurred there over the years due to the speed of traffic, inattentive drivers who rear-end those waiting to turn, overly-aggressive drivers who believe they own the road and those of us who LIVE there just trying to turn onto the highway (or come home) to go to the grocery store are in their way!! We need a safer entrance/exit solution from/to the highway. I have personally had drivers approach me at high speed (who came around the Presbyterian Conf. Ground point) as I was turning southbound onto the highway. Sometimes, the traffic is so bad that if I need to turn northbound across traffic (from Marla Bay) I turn southbound, drive to the Safeway parking lot and pull a U!! Also, if coming home from Stateline, I will pull into the Safeway parking lot, wait for the Elk point Light to turn red and stop southbound traffic before proceeding north to the Marla Bay entrance. This is ridiculous that I have to do that to stay safe!!!</p> <p>I'm tired of commercial and residential areas north of us (who, by the way already have their own safer ingress/egress options) disregard the safety and wellbeing of their neighbors to the south for their OWN selfish convenience!! I say immediately change the speed limit to 35 MPH from Zephyr COVE to Stateline and make it a "double fine zone" like is done in construction zones. How many more have to die so that the limo's and tourbusses take 5 minutes less to get to their destination??</p>
246	17-Jun	P	0	Parking	<p>Like a lot of other people I'm guilty of parking curbside to avoid fees, but this should be banned because it creates unsafe driving conditions and congestion.</p> <p>I think a separated bike lane should run all the way up to spooner, like the one from Incline to Sand Harbor — it would get a ton of use, reduce traffic, and should be the #1 priority</p>
247	17-Jun	P	0	Parking	On highway parking is a huge concern. Also dangerous if there is a biker on the roadway as there is no shoulder and you need to pull over to the other lane but because the highway is windy you don't always see the biker until the last minute. Cars drifting over the center line is also a high concern of mine.
248	17-Jun	P	0	Bike/Trail	continue with the bike path on the east side- most everybody would support it and it improves safety and reduces parking concerns. Also consider a greater police presence due to common car break-ins.
249	17-Jun	P	0	General	I think it is fine the way it is.



250	17-Jun	P	4	General	Zephyr cove is the scariest area with cars parked on the highway; especially when bicyclists are also trying to navigate around the parked cars along with cars driving on the road.
251	17-Jun	P	0	Parking	Over tourism, to many people on roads that were not designed for it. There should be NO on highway parking. There should be no left hand turning without a designated turn lane.
252	17-Jun	P	0	General	This questionnaire lists "Safety improvements" and "Bicycle/pedestrian facilities" as though they're mutually exclusive items, when they're actually closely related items.
253	17-Jun	P	0	General	We rarely frequent the local areas on the weekends because of the crowds.
254	17-Jun	P	0	General	How many people have died on this road ? Speeding, drunk driving, lack of sanding on dangerous curves, poor snow removal, lack of police enforcement. Solutions are years overdue!!!! a 50 year resident
255	17-Jun	P	0	General	Please keep this a 4-lane road. Taking away travel lanes will NOT reduce traffic, just increase congestion and make people drive crazier than they already do. Please, no more roundabouts.
256	17-Jun	P	5	Parking	more parking at Kahle park
257	17-Jun	P	0	General	Left hand turns onto and off 50 feel extremely dangerous
258	17-Jun	P	4	Crossing	Again, as stated above, entering/exiting Marla Bay and walking across the street. The new pedestrian warning light flashers are not very effective. Most drivers do not stop, and the lights are difficult to see during certain times of the day. When turning onto Lakeshore going east, it is scary. Drivers are coming from Zephyr Cove at a fast clip because of the downhill, those on the way to Zephyr Cove have started to increase their speed rapidly because of the hill. If they are not paying attention, those of us waiting for the traffic coming from zephyr are sitting ducks to be rear ended. You should try turning onto Lakeshore a few times over a few days, you will see what I am talking about. Make sure you keep one eye on you rreview mirror so you will be able to floor it in time!
259	18-Jun	P	0	General	Drunks from beach. Alcohol should be banned from beach. Too many road issues with impaired drivers. It is banned at Tahoe City beaches. Much fewer issues there related to impaired driving.
260	18-Jun	P	0	General	Pedestrians on US 50 during the 4th of July week in the area of Zephyr Cove.
261	18-Jun	P	0	General	Get the tourists off the side of the road
262	18-Jun	P	0	Safety	It can take ONE HOUR to travel from Incline Village to Spooner Summit in the summer due to congestion (Sand Harbor), roadside parking, shared use on the road (pedestrians and bikers), etc. DO NOT turn Highway 50 into the same problem.....solutions much increase, not decrease, traffic flow through and around the lake area.
263	18-Jun	P	4	Safety	The turns at Zephyr Cove and Presbyterian Turn
264	18-Jun	P	0	General	Racing, speeding, congestion due to parking challenges. Incoming traffic challenges and risks. Please take a look at issues with Hwy17 from San Jose to Santa Cruz, CA!!
265	18-Jun	P	4	General	As noted above, the intersection of Lake Shore Blvd and Highway 50 is horrendous. No resident feels safe entering or leaving the highway at that intersection--many of us drive to Zephyr and make a U-turn or use the pullouts until traffic eases. We have also learned to never drive in the middle lane because the risk of an on-coming driver crossing the dividing line, or stopping in traffic to make an illegal turn, is higher than average. There is no way to safely bike along this section--although people risk it daily which makes driving even tougher. In the winter, we have an inordinate amount of tourists who don't know how to drive and don't observe the speed limit--we need a lower limit throughout the area and better enforcement.
266	18-Jun	P	4	Safety	Marla Bay & PineWild Condos entrance - it's very difficult to make either a right or left turn from Hwy 50 due to high speed drivers, no turn lanes, and poor signage.
267	18-Jun	P	0	Safety	Left turns, entry from side street

268	18-Jun	P		Safety	During the 6 to 8 months when recreational sites are not heavily frequented, it is still unsafe to make turns in and out of some residential areas. This should be the first priority.
269	18-Jun	P	4	Safety	Lack of left turn lane into PineWild going north on 50 is treacherous
270	18-Jun	P	4	General	Traffic light and turning into Marla bay and PineWild condos.....terrifying to make that left hand turn heading north on 50 in the summer...also a light onto route 50 from zephyr cove elementary school and the county tennis courts
271	18-Jun	P	0	Safety	Highway 50 between Safeway and Zephyr Cove Lodge is one giant death trap. Please for Gods sakes fix it!!!!
272	18-Jun	P	4	Safety	There is no turn lane into Pinewild/Marla Bay Area. There also should be a merge lane onto Highway 50
273	18-Jun	P	4	Safety	marla bay needs left turn lane and traffic light zephyr cove along highway needs to be a tow away zone with traffic control office on weekends
274	18-Jun	P	4	Safety	We live in Zephyr Cove and getting in and out of the community is very dangerous
275	18-Jun	P	0	Parking	Parking and access varies with time of day and date, difficult to provide for maximum usage every day. People need to take responsibility for planning when they want to use the facilities
276	18-Jun	P	0	Parking	Eliminate parking along the highway by creating parking areas where people can access the recreation via foot or being shuttled in. Today, with the allowed parking, the conditions are a disaster waiting to happen. Someone is going to get killed and the blame will be on NDOT for allowing the parking to exist.
277	18-Jun	P	0	Safety	Safety is primary!
278	18-Jun	P	4	Safety	We're fortunate via inheritance to be property owners in the area. We understand NDOT's interest in beach access but ours is highway safety. It is so dangerous turning in and out of major areas, e.g., round hill, Marla bay, Presbyterian campgrounds etc. We compliment you for doing this survey
279	19-Jun	P	4	Safety	I am an owner at Marla Bay. Lakeside dr is the road that turns into Pinewild & Marla Bay. It is dangerous to exit with no merge lane & entering with no turn lane.
280	19-Jun	P	0	Bike/Trail	The road is very dangerous. I would use a bike path into town if they were there.
281	20-Jun	P	0	Bike/Trail	No viable biking path across 50 even with e-bikes. No transit routes to popular hiking and no parking at trailheads beyond 5-10 cars (Skunk Harbor). Underutilized state parking lots - establish demand based pricing.
282	20-Jun	P	4	Safety	round hill entrance, warrior way entrance (safety improvement)
283	20-Jun	P	0	Parking	we need to balance the amount of parking along this corridor. Too many parking spots will result in over use.
284	20-Jun	P	0	General	Roundabouts are a good way to manage traffic without waiting for lights and they slow down traffic speeds. 50 in this corridor is very difficult to make any left turns and the traffic lights are miles apart.
285	20-Jun	P	0	General	Yes, most fatal accidents in the corridor involve impaired drivers crossing the center line. Increasingly, the concessionaires of the USFS beaches advertise alcoholic drinks as the reason for coming to their facilities. Round Hill Pines advertises to come to their bar for a "painkiller." ZC Sunset Bar has had 50-100 person drunken brawls break out this Memorial Day and last 4th of July. Then there are the casinos. No safety improvements or enforcement of rules will overcome this larger problem which is systemic and needs to be addressed. There are illegal fires and empty alcohol bottles strewn all over the beaches in this area routinely. USFS says they do not have the enforcement. Douglas County sheriff says it's not their jurisdiction on USFS land. Locals are putting out live fires 2-3 per week. NDOT is part of a larger system of agencies and land managers who need to take a hard look at what is actually underlying the lack of safety in this corridor. Throwing money at improvements in the road is not going to fix the underlying issues, although I appreciate and support your efforts in this regard.

286	20-Jun	P	0	Safety	Heading north on the Corridor, it is dangerous to turn left towards the Lake.
287	21-Jun	P	0	General	1) Zephyr Cove parking and pedestrians 2) Round Hill access 3) Spooner Summit interchange
288	21-Jun	P	4	Safety	The main gate area at Round Hill Pines. That needs to be completely redesigned. It always causes accidents...
289	21-Jun	P	4	Crossing	Entering and exiting Round Hill Pines, use of cross walks
290	21-Jun	P	1	General	Slip lanes for left turns out of streets/recreation areas that don't have traffic control. Re-work the intersection with SR-28, the left turn from 28 to 50 leads to accidents and a lot of near misses. During the winter the sled hill parking area needs something. Once the lot fills up, families walk across US 50 to get to the hill. I've also seen families walking down the shoulder of 50 to get to sled hill, and up the ramp from SR-28 south to 50 Westbound.
291	21-Jun	P	4	Parking	The Zephyr Cove, Roundhill Pines area are way out of control with crowding and the sheriff's office can't effectively police parking violations.
292	21-Jun	P	4	Parking	Zephyr cove needs more parking or affordable shared transportation, Presbyterian conference grounds and round hill pines need left hand turn lanes and possible no left turn when leaving.
293	21-Jun	P	0	Crossing	There needs to be better access to cross over 50 to get into residential areas.
294	21-Jun	P	4	General	Zephyr cove and round Hill pines are most packed with street parking
295	21-Jun	P	0	General	I am sure you will get many inputs asking for the speed limits to be reduced. I am totally against that as it will only make travel times longer and also encourage folks to become law breakers by traveling too fast for conditions. The main issue is education of the populace so they understand to slow-down when necessary and not to speed or drive after drinking alcoholic beverages.
296	21-Jun	P	4	Crossing	Left turns into Marla Bay are dangerous, crossing the highway at Marla Bay is dangerous.
297	21-Jun	P	4	Safety	Turning into Zephyr Cove Home owners association is very dangerous with no turn lane and cars traveling to fast .
298	22-Jun	P	0	General	As a local in Carson City, I typically go to Tahoe during off peak hours to avoid the crowds and traffic.
299	22-Jun	P	0	Parking	Parking and pedestrian traffic along the corridor have become increasingly more dangerous. People parking their cars within traffic lanes present a severe hazard. Generally, these same people have at least two wheels parked on loose soil which adds to the lake clarity issue. Those of us that completed BMPs at our own expense are left to wonder why we did when we see such egregious examples of poor outdoor stewardship from our visitors. We need to protect our precious jewel, Lake Tahoe for years to come. By limiting access to the Basin to a first come first serve basis, with limited parking, we solve the problem. Increase motor vehicle safety and reduce the environmental impact of humans on the area.
300	22-Jun	P	1	General	I think that a roundabout or flyover at the 28/50 interchange is vital for fast fire evacuation from the East shore and Incline Village. This intersection is no different from what it looked like 50 years ago. I see back-ups there in the summer from people going left from 28 onto 50 eastbound.
301	22-Jun	P	0	Crossing	make sure the pedestrian cross walks are well marked.
302	22-Jun	P	4	Safety	I've been a Zephyr Heights resident for 50 years. Egress from Zephyr Heights is very dangerous. Lakeview can't be used if there is any snow or ice and N. Martin/Lakeview has very limited visibility to the left. This, coupled with excessive speed have resulted in some very close calls over the years and it's getting worse.
303	22-Jun	P	4	Safety	Exiting Warrior Way is risky....and many of the drivers are high school kids!!!! Round Hill Pines needs a safe entry and exit accessibly from both directions Zephyr Cove Highway parking should be eliminated Separation of traffic directions would be better in icy conditions
304	22-Jun	P	0	General	keep 4 lanes, eliminate street side parking, reduce speed.

305	22-Jun	P	4	General	<p>Heard for years of need for a stop light at Warrior Way. Last winter, heard 2 projects were evaluated and scheduled for 2021 (1) Stop light at Warrior Way (2) New entrance to Round Hill Pines beach.</p> <p>With all the evaluations, planning, and decisions, why start again with a clean slate ? Take action based on previous planning, no need to start over.</p>
306	22-Jun	P	0	Safety	Physical barrier in the center. Left turn pockets at major/busy side streets. Dedicated access lane for bicyclists would increase safety for both motorists and bicyclists. Speed limit/radar signs at more locations. Similar to existing sign westbound from Elks Point. Add traffic signal at US50 and SR28. Traffic gets backed-up Eastbound SR28.
307	22-Jun	P	0	Safety	Please consider a buffered center lane - more space between oncoming cars would make the roadway safer
308	22-Jun	P	4	General	Area from Zephyr cove to the Presbyterian camp is most important
309	22-Jun	P	0	Parking	Lack of Parking at resorts
310	22-Jun	P	4	Safety	The intersection at Lake Shore Dr. and Hwy. 50 in Zephyr Cove is very dangerous
311	22-Jun	P	0	Safety	<p>I've been a full-time Tahoe resident for nearly 20 years, always residing in NV. When I lived in the Stateline/Roundill area, the highway safety issues weren't a priority--my commute was. However, I have now lived in the Cave Rock area for 14 years, driving up and down the highway on average 6 times a day. This is a lethal highway and I am filled with fear and dread every time I put my kids in the car. I've had more close calls than I can count, I hear sirens daily and I know multiple friends and neighbors who've been in accidents. I drive 50-55mph and am subjected to road rage almost daily with the average speed of 65-70mph. I cannot pull into or out of my neighborhood safely, despite taking all precautions. Residents from north of Skyland to Lincoln Park have to use the Hidden Woods turnout or the Cave Rock turning lane just to get home. I honestly and strongly feel that taking the road down to 3 lanes and providing a safe turning lane for all residential areas is the only solution that will save lives, and my kids lives are worth the 2 extra minutes to the commute. People argue this is a highway and needs to be 4 lanes, but most highways don't have the same amount of traffic, distractions, recreation that encourages impaired driving and unsafe access to a high number of residential areas. Compare it to I-580 and we would need overpasses, merging lanes, etc... or just make it 3 lanes and solve most problems like the rest of the lake already has.</p>
312	22-Jun	P	4	Safety	Just the issues in question 9 and the parking along the road for ZC Beach. Always afraid we are going to hit someone getting out of their car. Almost rear ended someone who darted in to a parking spot there real fast with no blinker just 2 days ago.
313	23-Jun	P	0	General	<p>Limit visitor traffic into the basin. Tahoe is undeclared national park and many limit visitors.</p> <p>California and Nevada need a mutual basin transportation fee system to help support not only the roads, but pollution from roads (rubber, vehicle oils) that end up in the watershed when it rains, and general auto pollution that is killing trees along side the highway that increases the fuel loads and fire Hazard.</p> <p>It's time to bring bring the basin into the 21st century being sensitive to residents and make visitors pay to travel in the basin.</p> <p>Funding... implement a toll. \$10-25 day use and \$25-50 weekly use for out of state (unless living in the basin or have a Nevada license showing address within 75 miles)... \$100-150 yearly commuter and \$50-75 yearly Resident pass</p>
314	23-Jun	P	4	Safety	Please focus on improving safety coming in and out Zephyr Heights and ZCES and Whittell. I am considering moving away before my teenagers are driving age because of the dangerous roads. I don't want them to drive unless improvements are made. Thank you.



315	23-Jun	P	0	Parking	<p>I don't have a problem with parking as I plan to go places before the hoards roll in.. this is a big adjustment for me in the summer, but if I can't enjoy Tahoe there is no point in living here... the wages certainly are no incentive.</p> <p>Parking on 50 all around the lake is a big safety issue, I dread going anywhere but work to home on the weekends... I understand people want free access to beaches but using and trashing facilities has to stop.. Tahoe's over tourism ruins this beautiful place for everyone..</p>
316	23-Jun	P	0	Bike/Trail	<p>Would love to be able to access more of this route on foot or bicycle. I recognize this is not an easy or inexpensive endeavor. Parking along the route is sometimes downright death-defying. Any improvements will be noticed and appreciated. I would (and maybe others would as well) be willing to park at a "remote location" and take a shuttle bus to beaches, etc. on crowded weekends. What if this service was made available for just the 6-10 busiest weekends in the summer? How much of the traffic is made up of people driving around and around looking for parking?</p>
317	23-Jun	P	0	General	We need more stop lights at cross streets.
318	23-Jun	P	4	Safety	Zephyr heights we need a light coming on to 50.
319	23-Jun	P	4	Safety	A traffic light is needed at the intersection of 50 and zephyr heights
320	23-Jun	P	4	Parking	Very dangerous roadway parking in front of Zephyr Cove Marina - needs to be a no parking area for the whole stretch
321	23-Jun	P	0	Safety	In winter we're unable to use lakeview st by pine cone resort due to ice and sign that says don't use because cars slide onto hwy 50. Only option is to use N Martin dr and it's extremely dangerous! See above details. Please reference all the accidents and fatalities that happen every year at these 2 intersections!
322	23-Jun	P	0	Safety	Concrete barriers between northbound and southbound.
323	23-Jun	P	0	General	<p>Don't make Hwy50 a two lane highway. The traffic would be backed up in the event of an accident or FIRE danger, leaving the homes and businesses vulnerable. I've lived here 33 years, and the only thing I would like to see, is a flashing red light, requiring a stop, at the turnoff to Zephyr Heights onto N Martin Drive., from Hwy50.</p>
324	23-Jun	P	0	Bike/Trail	Perhaps a two way bike path on the lake side, separated from a two lane highway with some sort of median on the mountain side and then a large round about at Spooner Summit as the 'T' is currently very dangerous. Thank you.
325	23-Jun	P	4	Parking	Parking along zephyr cove beach is an accident waiting to happen!!!!
326	24-Jun	P	0	General	We need all 4 lanes. We need all four lanes if there is a fire here How will we all get out with only 2 lanes. And we do not want roundabouts.
327	24-Jun	P	0	General	We do need seed limits lower in more populated areas. We need all 4 lanes and we don't want roundabouts.
328	24-Jun	P			Recommend implementing a project similar to to the ones completed in North lake area, Incline to Sand Harbor. Most residents and tourists would like a bike or pedestrian way to circumnavigate the lake without a motorized vehicle, which would remove cars from the roads, improving air and water quality, and summer road rage.
329	24-Jun	P	2	General	<p>Noise Abatement among the Glenbrook/Cave Rock four lane highway is urgent. The valley shakes with traffic noise. It's environmental pollution and dangerous for residents and wildlife. I've seen bear cubs stuck in middle of highway...deer etc. The Glenbrook area was not designed for high speed 4 lane highway. There are many ways this can be addressed. It's big environmental issue now.</p>

330	24-Jun	P	0	Parking	Three or four additional parking spaces for non-motorized watercraft user could be created at Sand Harbor simply by moving the Handicapped spaces from the non-motorized area over to the two trailer spaces closest to the beach and re-striping. This would increase the number of spaces for non-motorized users by over 30% while only reducing trailer spaces by less than 3% (2 of approx 70). These spaces have been blocked for the last couple of years for park construction storage anyway. It would also put the Handicapped spaces closer to the beaches and provide a safer road crossing to get there. The non-motorized spaces are full by 8am on all good weather days - but even the trailer advocates admit that those spaces only fill up on major weekends.
331	24-Jun	P	0	General	Overcrowding of beaches due to Highway parking. It's unsafe and people breach private beaches.
332	24-Jun	P	0	General	Slower traffic, barriers between traffic, light at zephyr heights
333	24-Jun	P	4	Safety	Light at Warrior Way
334	24-Jun	P	0	Parking	Parking at Nevada Beach and Round Hill Beach is usually unavailable. Street parking or Safeway parking is the unavoidable alternative.
335	24-Jun	P	0	General	Speed enforcement need to improve. Too many people exceed the speed limit. It is a constant problem.
336	24-Jun	P	4	General	High vehicle speeds between Roundhill and Zephyr Cove resort.
337	25-Jun	P	0	General	When the rockslide by Cave Rock occurred and traffic was reduced to one lane in each direction, I never once experienced a delay. Too many accidents and fatalities on this road. Four lanes of traffic does not work!
338	25-Jun	P	0	Parking	prohibit parking on the highway. Consider additional traffic lights
339	25-Jun	P	0	General	Maintain 4 lane highway for escape routes during forest fires
340	25-Jun	P	0	General	I did not make alternative transportation a priority as there are many ways to do this. some I would prefer. Others I would not use. Also I would much rather have US 50 be 45 mph from Spooner to Cave Rock and then have it slowed down until South Lake. maybe a lower speed limit, or roundabouts, signals, or? I don't know if you do near miss studies. What I mean by this is installing cameras to see where there are near misses, regularly. My sense is that turning left into Round Hill Pines and Lake Shore Blvd have lots of near misses. Its frightening.
341	25-Jun	P	0	General	Do NOT reduce travel lanes to two.
342	25-Jun	P	4	Safety	I think there needs to be a traffic light at the entrance to Zephyr Heights and Marla Bay. I also think that the speed limit should be lowered to 35 mph along the entire corridor as there are many turns on the road and entrances and exits to neighborhoods that are very dangerous when people are speeding. I also stated above that there should not be any roadside parking allowed along the highway corridor. If there needs to be offsite parking and shuttles to the beaches when their parking facilities are full then I would be in favor of that.
343	25-Jun	P	4	General	Just a thank you for the plan of putting in a signal at Warrior Way. Long overdue.
344	26-Jun	P	0	Parking	Visitors will park anywhere they have to. If designated parking areas are full for recreation areas, they are simply going to park illegally and take the ticket. Designated parking areas (pay or free) must be located adjacent to protected bike paths to recreation. Finally, the amount of traffic noise and pollution is unacceptable. I hear cars, trucks and motorcycles racing speeding on hwy 50 as early as 0500. I would gladly accept and longer travel times if it were safer than now.
345	26-Jun	P	0	General	NOISE ABATEMENT AND SPEED CONTROL. The traffic over the last 4 years has become increasingly worse. We suffer 24/7, the extreme sound of speeding vehicles and trucks airbrakes, polluted highway air and continual accidents outside our house and all along this stretch of highway. It is often difficult to get to work at Round hill as accidents block the road so frequently. When snow barriers build up on the sides of the roads the general traffic sound is reduced, but instead there are sirens for accidents all the time. It is dangerous to turn out or into our entryway. The noise is so bad we cant sleep with windows open.

346	26-Jun	P	4	Parking	Parking on the side of the road US 50 at zephyr cove / RH pines and driving thru that area. It's terrible open car doors pedestrians crossing the road. Traveling thru the area by auto at a high rate of speed and coming around a corner / over the hill it's dangerous
347	26-Jun	P	0	General	We dont want roundabouts and we like having all four lanes.
348	26-Jun	P	0	General	Less cyclists!!!
349	26-Jun	P	0	General	Do NOT reduce number of lanes in each direction. That will be a disaster. That's it. It's Highway 50! It needs 2 lanes each direction!!!
350	26-Jun	P	2	Safety	Stop lights needed at lake village, left hand turn lanes needed up and down 50
351	26-Jun	P	4	General	Marla Bay has 238 residences on the lakeside and an additional 20+ on the opposite side (Zephyr Heights). At this intersection there are two busy restaurants and a motel. Yet we have no turn lanes and a 45 mph speed limit. Very treacherous area for residents to turn. We need turn lanes, reduced speed limit, digital speed indicators, better signage and consistent police presence. Thank you!
352	26-Jun	P	0	General	Mostly the SPEED PROBLEM.
353	27-Jun	P	0	General	<p>Fix the bike path/sidewalk in front of Edgewood, between Kame Drive and the casinos. It's deteriorated into a gravel path with random utility pits.</p> <p>The Stateline to Stateline Bikeway is crucial. I've almost been run over multiple times just trying to get to Zephyr Cove from Stateline, and I refuse to jeopardize my life anymore by riding on the road. In the summer I can ride dirt trails, but in winter I have to drive.</p> <p>The bikeway MUST be grade-separated. A white line doesn't deter inattentive drivers. Furthermore, bikeways need snow removal in winter: I don't stop needing groceries or the post office because it's snowing!</p> <p>The existing segment from Incline to Sand Harbor is amazing, and we need more like that. Connecting Skyland and Zephyr Cove with Stateline should be the first priority.</p> <p>If there is to be transit on the US50 corridor, it NEEDS bicycle capacity. Two bikes per bus (= 2 bikes per hour) is a cruel joke and makes it impossible to depend on getting on the bus, which means it's useless. ("Hey boss, I can't go to work today because the rack is full") Buses need a TRAILER with at least 12 bicycle capacity, preferably 20, and a prepaid reservation system so people can depend on getting where they need to go. The Transportation Plan itself says that "bicycles are the most preferred mode of travel in the Tahoe Basin." I've been telling the TTD this for ten years...but every time I make headway the person responsible leaves, and the people remaining all tell me that "we're not in the business of transporting bicycles" (direct quote), meanwhile lamenting that the farebox recovery ratio is under 5% and they wish they could change that. Service has been cut and cut because they can't get anyone to ride the bus. After ten years of being randomly denied boarding at all hours and days and seasons (and having anti-bicycle bus</p>
354	27-Jun	P	6	Parking	I feel we need allot more parking in the casino areas. With the event center going in parking is a huge issue ( not very well thought out ).
355	27-Jun	P	0	General	Bike & pedestrian lanes should not be routed thru residential communities. Highway 50 should be reduced to 2 lanes in this corridor, with a center turn lane which would provide ample space for a dedicated bike and pedestrian lane. It would also slow traffic speed which is critical. Dedicated bike & pedestrian lane should be separated from auto lanes via attractive barrier.
356	27-Jun	P	4	Safety	Southbound Hwy 50 downhill near Round Hill is very dangerous when there is snow and ice. Pedestrians need a safer way to cross Hwy 50 from Warrior Way to access Zephyr Cove Beach. Build better pedestrian/bike crosswalks, over or underpasses across Hwy50 near popular sites. Save lives!

					When planning for the future, many agencies underplan. Therefore, when the improvements are finally completed in 10-20 years, the changes are still not adequate for the larger population and increased demand. Try to avoid making that mistake, and utilize national forest lands for expanded parking lots, etc.
357	27-Jun	P		General	
358	27-Jun	P	0	General	Traffic signals. Keep two lanes both directions.
359	27-Jun	P	0	Safety	If you have been surveying the area, it is pretty clear the potential for T bone accidents, car vs people accidents, illegal parking and people walking along the highway. bikers in all these situations are in great peril as well.Reduced speeds help somewhat, but honestly not enough.
360	27-Jun	P	3	Safety	There is a huge pothole at the entrance of Lincoln Park Circle
361	28-Jun	P	0	General	Please prioritize the environment and natural features in any planning. These are our greatest long term asset and must not be sacrificed to enable increased human traffic.
362	28-Jun	P	4	General	We live in Zephyr Heights - 1) There is no safe way out of the neighborhood due to high speed/high traffic on Hwy 50. We need traffic lights installed at both exit intersections. The exit at Lakeview Dr in front of Pine Cone resort is a sheet of ice in winter - something needs to be done to bring the residents onto the road more safely 2) Several sections along this corridor should have a divided highway. Too often we see drunk drivers, distracted drivers (on their phone, looking for directions, lost), bad drivers, and incidents due to the conditions (snow/ice) ..... the opposing traffic crosses the center line 3) We cannot cross Hwy 50 safely anywhere near the community to access the closest lake entry point (Round Hill Pines bike path starting point ) 4) The start of Round Hill Pines bike path which is access for our community from here to South Lake Tahoe via non-motor means does not have parking.
363	28-Jun	P	1	Safety	Access for references to Elk Point due to street parking for Nevada Beach. Relocate access to Round Hill to improve sight lines.
364	28-Jun	P	4	Parking	Beach parking around the schools on Warrior Way when the schools don't get out for summer break until mid-June. Access to schools when traffic is going highway speeds. Finding parking at recreation sites.
365	28-Jun	P	4	General	Amount of Accidents at the North Martin access point, Lakeside almost impossible in winter forcing residents to use the dangerous access.
366	28-Jun	P	4	Safety	The turns off of Highway 50 into Marla Bay and old Zephyr Cove must be made safer. Please enforce the speeding laws and stop people parking along the highway. Our community needs your help.
367	28-Jun	P	0	Bike/Trail	Bicycle lanes would be nice
368	28-Jun	P	0	Safety	Speed, visibility and left turns off 50 and onto 50. Drivers are not paying attention and driving too fast. Need dedicated left turn lanes turning off 50.
369	28-Jun	P	0	Bike/Trail	Widen the east shore and connect the bike path from sand harbor to round hill.
370	28-Jun	P	0	Safety	Mainly safely entering and exiting streets onto highway 50.
371	28-Jun	P	0	General	Traffic safety grants to law enforcement for speeding and parking. Turn 50 into a toll road for non residents to pay for all improvements
372	28-Jun	P	0	General	Making the roads safer is #1. Putting stop lights where there are crosswalks is #2. Putting a divider to prevent head on collisions #3. Thank you!
373	29-Jun	P	5	General	I'm most familiar with Nevada Beach and the national forest land adjacent to the beach (I walk there nearly every day). Issues I see: Huge increase in off-season visitors who are leaving their trash on the beach, in the woods and in the vacated campground. Sadly, off-season visitors are also defecating in the woods. Having no bathroom facilities nearby during the off-season is an enormous problem. Also, there's been a huge increase in off-leash dogs and accumulation of dog poop that their owners don't pick up. These trends will eventually result in irreversible ecological damage and threats to public safety. Sad.

374	29-Jun	P	4	General	<p>It is so dangerous living in Zephyr Heights to get out onto Highway 50. There are only 2 entrances and exits--one at Lakeview (intersection of Marla Bay, Zephyr Heights and Pine Cone Resort) and one at North Martin. In the winter the only way in or out is at North Martin. It is suicidal to turn left from North Martin onto Highway 50 and practically impossible to even turn right and not get rear ended with that blind curve in the road. Traffic signals would solve the problems immediately!</p> <p>The other major concern is the lack of parking for those people who want to go to the beach. We must have a parking lot for everyone to park and take a shuttle to either Zephyr Cove Beach, Round Hill Pines Beach or Nevada Beach. Can't NDOT purchase some Forest Service Land and build a parking structure or parking lot to for the residents and tourists who want to spend the day at the beach and shuttle them back and forth?</p>
375	29-Jun	P	4	Parking	<p>The tourists often park very irresponsibly on the stretch of 50 from Warrior Way to Round Hill Pines and pop out of their cars next to traffic or slow traffic to a stop while they parallel park, or they walk in large groups along a narrow road that is not safe for pedestrians because they parked so far away from where they want to be. I know the demand among visitors is high, but I think a key tool to increasing safety along that corridor would be to eliminate ANY parallel parking along the highway.</p> <p>Where to park? If we can't make them park in San Francisco (and stay there), then do more creative things like setup a shared-use lot with ZCES and Safeway, buy that ramshackle building at 615 Hwy 50 and convert it to a parking structure with a shuttle pickup, cut into the forest (I know) along Zephyr Cove for more spaces, add spaces at Round Hills and Nevada State Beach, finish the pad in front of Safeway to be a paid lot with a shuttle. Or even the front half of the Safeway lot is used inefficiently and could be re-thought for better parking. Find a large space off-beach (maybe at the Sheriff's two-level lot by Kahle, or Whittell or Spooner) and offer a shuttle to the beaches from there.</p> <p>We could go the route of national parks and allow a set number of parking passes at key entry points that is equal to the number of real spaces available at their destinations, then allow zero parking along 50. Give big fines, tow cars, put out a publicity campaign to inform about no more parking along 50, shuttle service and limited quantity passes.</p> <p>There. Solved.</p> <p>Good luck. It's a big and important problem. Thanks for looking at it.</p>
376	29-Jun	P	4	Parking	Expand free off street parking at Zephyr Cove, or make a parking lot off Warrior Way after the stoplight is installed w/crosswalks.
377	29-Jun	P	4	Safety	Desperate need for a traffic signal at warrior way
378	29-Jun	P	0	Transit	Lack of public transportation to reduce the congestion around the lake
379	29-Jun	P	0	Safety	Center divide will save lives. The data from the last 10 years proves this
380	30-Jun	P	0	Bike/Trail	Being able to access recreational via bike or foot.
381	30-Jun	P	0	Safety	I'd love to be able to safely bike to these locations
382	1-Jul	P	0	General	Adding a toll booth could: reduce traffic, reduce reckless and drunk driving, reduce crime, and generate revenue to be used for environmental protection and additional future improvements.
383	1-Jul	P	4	Bike/Trail	Extend the bike-ped path up the west side of US-50 to Zephyr Cove or Whittell High School or Skyland or Lakeridge or around Cave Rock or Glenbrook or up old US-50 or to Spooner Summit Trailhead. Not as a bike lane on US-50, but as a separate pathway.

384	1-Jul	P	0	Safety	End of the day, we have to do two things, immediatly greatly increase enforcement of traffic rules and the second is to find a way to reduce the number of cars on the road. I believe the most effect is to work with other government entities in the Tahoe area to charge a fee for all vehicles entering the basin. And make the fee high enough that it reduces the number of vehicles entering the Basin. Something like the fees charges to enter Yosemite. And then we can use that money generated to fund necessary roadway, drainage improvements and potentially affordable housing for the workforce we need. I cannot stress how important it is to take bold action now. More people are going to die and or be seriously injured along this corridor. There is no alternative way for my family to get to the grocery store, medical care, restaurants, ect outside of using this corridor. We limit trips and try not to leave the house on weekends during the summer due our perception of the safety risk of driving in this corridor. When my wife and I had our first kid a few years back, the first thing I bought was a new car for my wife with my primary criteria being it had to have a five star crash test rating as I am terrified of this corridor. I just want to have the ability for my kids to safely go to school and my wife and I to safely drive to work. It's gotten to the point where we are considering moving because I view the danger of having to drive this corridor multiple times everyday as being a significant life/safety risk
385	1-Jul	P	4	Safety	Speed and safety is a huge Concern, for left turns into RoundHill pines, Left turn from Zephyr cove elementary, and most of the corridor Slowing down traffic and making turns more easily accessible is the top priority Offering safer parking will help traffic flow, I often see people run across the highway ta ZC beach, or stopping in the highway to find parking this area is a huge concern for safety of locals, tourists, school and the fire station. A bike path would be desirable and could help reduce car traffic, and a plus for locals to access beaches on foot or bike Public transportation doesn't exist in Thai area and could largely benefit 2 lanes should be reduced to one, with turn lane to reduce speed and keep flow consistent. Add roundabouts and traffic lights for safe pedestrians crossing There needs to be more parking for popular recreation areas, people parked illegally and dangerously along the highway is so dangerous for young kids and animals
386	1-Jul	P	0	General	I do commercial snow removal for about 70% of the neighborhoods in this corridor. The only real solution without wasting tons of money is to narrow the road to 2 lanes. Most people drive like this in the winter anyway. The only new danger would be passing lanes and people wanting to speed there. Beyond Glenbrook north there is no need for 2 lanes and can return to 4.
387	1-Jul	P	0	Safety	Fatalities from head on collisions. Especially on curves. Add barriers.
388	1-Jul	P		Safety	NDOT should do a better job of snow removal. I've driven Hwy 50 when there were ~6 inch snow ruts on the road and the road had not been plowed.
389	4-Jul	P	0	General	keep the route 2 lanes each way with left turn lanes at the busy places, ie round hill pines, presbeterian street
390	4-Jul	P	4	Parking	Parking on 50 from Skyland to RHP...so dangerous.
391	5-Jul	P	4	Safety	The roundhill entrance, dead mans curve at Lakeridge, new driveway for housing at cave rock, logan shoals, i drive this road daily for the last 45 years it is very bad, we need more signals and lower speed limits to save lives, i have lost a lot of friends over the years on this road and now i fear for my children and grandchildren that travel it daily, stop the slaughter and slow people down, Terry Marino 775 901-0965
392	5-Jul	P	4	Bike/Trail	The bike trail to RH pines is great but how do my kids safely get there? It needs to continue.
393	5-Jul	P	0	General	What are you wait for, the community has already told you to not reduce the number of lanes for bikes. That you need to increase parking and not let cars park along the side of the road. If you can increase bike paths without reducing lanes for cars, go for it. But take care of the parking first.



394	5-Jul	P	0	General	DO NOT, under any circumstances, even consider narrowing the driving lanes -- as you did last time. That is a terrible idea beyond words.
395	6-Jul	P	0	General	Highway 50 it's a super popular cycling route around the lake most of the year and e bikes and electronic green scooters are getting more and more popular. The stretch from Sand Harbor to Stateline Nevada, (South shore) has many dangerous areas that are impossible to drive safe as the bike lane narrows to zero along guard rails. Also because of Hwy 28, Zephyr Cove Resort and round Hill Pines beach parking next to the highway there is no 100% safe way to ride a bike along the traffic. Parking for the beaches needs to be at the beaches and not on the highway. 6 inches from every lane should be reduced so we can have bike lanes that are at least 2 feet wide. We need signals at warrior way, Lakeshore Boulevard at Marla Bay and some type of warning system into Roundhill Pines
396	6-Jul	P	0	Crossing	PEOPLE WALKING ON HIGHWAY; STOPPING THEIR VEHICLES BACKING UP AND PARKING WITH HALF OF THEIR BACKS STICKING OUT ON THE HIGHWAY?? TO GET TO BEACH WHEN THERE ARE CLEAR SIGNS OF "NO PARKING";CYCLIST NOT WANTING TO USE BIKE LANES AND STAY ON HIGHWAY. IF THIS IS NOT ALLOWED IN FREEWAYS WHY IS IT BEING ALLOWED ON THE HIGHWAY, IT IS DANGEROUS, RECKLESS, UNRESPONSIBLE.. NEED THERE BE SAID MORE? AS A RESIDENT THIS IS A HOT TOPIC AS YOU CAN SEE.
397	6-Jul	P	4	General	The area between Nevada Beach and Roundhill Pines Beach as well as Zephyr Cove Beach.
398	6-Jul	P	0	General	My main concern is that too many signals are being put up causing traffic to be slowed. This corridor is the main link between South Lake Tahoe and Carson City/Reno where most locals have to go for our doctors appointments and shopping. Having to stop all the time will increase pollution from vehicles and cause people to drive faster to make up lost time.
399	6-Jul	P	0	Safety	Roads become too congested already. Confining them to one lane in each direction would only show things way down and cause more runoff in to the lake.
400	6-Jul	P	0	General	Consider the additional trash left by people parking illegally
401	6-Jul	P	4	Safety	Put in a traffic signal near Lakeview Drive/Marla Bay and the pedestrian crosswalk. There are 199 homes in Zephyr Heights and 109 in Marla Bay. Making a left turn into these areas is dangerous. Motorists are driving too fast and not paying attention resulting in numerous traffic accidents.
402	6-Jul	P	4	Bike/Trail	Round hill entrance needs a turn lane. Biggest issue, is also hardest issue to control, people driving like crazy. Going, way, too fast. Road parking along zephyr is ridiculous, either there needs to be official road parking that's paid or an overflow parking area. A bike path off the road would be sweet if it's feasible
403	6-Jul	P	0	General	what will be the impact to property taxes for homes in the area?
404	6-Jul	P	0	General	DISCARD THE IDEA OF ONE LINE UP AND ONE DOWN, WE LOCALS COMPLETELY OPPOSE TO THE CRAZY IDEA!!!
405	7-Jul	P	0	General	It's apparent you are focusing on recreational aspect when residents focusing on day to day safety ... taking down the blinking pedestrian sign years ago from lakeshore blvd zephyr cove was a big mistake. Need a light
406	8-Jul	P	5	Parking	Fix parking on elks point rd for people going to Nevada beach. Figure out safe way for people to turn into round hill pines

407	9-Jul	P	4	Safety	It's terrifying driving from zephyr cove to Round Hill. People drive way too fast, there are pedestrians darting out into traffic, people parked over the white lines. I feel trapped in my house because it's not worth the risk to drive myself and my two children to the store. The parking at zephyr cove and on Warrior Way is out of control. I'm a teacher at the local school and we are in session until late June but you've got beach goers parking up there when people are trying to pick up their kids. It's a nightmare trying to get out. And it's just too overused with all the cars, bikes, pedestrians. Which lane is the safest to drive in? I'm scared to drive in the fast lane because I'm worried about a head on crash, and I'm scared to drive in the right hand lane because of all the cars parked on the side, bikes, and people walking in between cars. So which lane is safest? There are simply too many cars on the road in the summer and no place for them to park. Speeds are too fast and I've seen very little officer enforcement unless it's a holiday weekend. I'm also tired of people making the entrance to Skyland a turn around spot. It's hard enough to get out of there without beach goers swinging a U and clogging the entrance. I make a once a week trip to carson to get groceries and beyond that, I try not to leave my neighborhood. I hate feeling trapped, but it's just too dangerous.
408	14-Jul	P	0	General	thank you for any improvements to traffic safety in this corridor. If there is an accident in this corridor it seems traffic comes to a total stand still which can be a safety issue. also in the winter this corridor does not seem to get good snow removal. thank you for the traffic cams.
409	14-Jul	P	0	Safety	WANT turn lanes, roundabouts or some other SAFE way to turn across at RHP, ZH, PCC, and other neighbor hoods. I think it is criminal the way North bound traffic turns into Round Hill Pines. Having a stopped vehicle at a blind spot at the top of a hill where cars are traveling 50+ mph to come to a complete stop. At least put a NO LEFT TURN ZONE there. Put any bike trail AWAY from the road.
410	15-Jul	P	0	General	the need to make route 50 more driveable/faster for people going back and forth between the lake and the valley so that all the traffic doesn't go roaring up and down route 207
411	15-Jul	P	0	Safety	We have been rear ended trying to turn left onto our street. Every time I try to leave my street it is very dangerous due to high speeds of cars traveling on highway 50
412	16-Jul	P	2	General	Out of control speeding on highway 50 from intersection at Kingsbury Grade to intersection of 50 in Carson City. Most dangerous in winter conditions (snow/ice) to drivers not use to winter driving. On holiday weekends, Nevada Beach access must be controlled. Any and all surrounding areas become clogged with illegally parked vehicles. In the event of a fire or medical emergency, timely actions by first responders is hampered or prevented. At some point the safety of people has to be more important than the revenue fed into the local economy. I no longer feel safe riding my bicycle anywhere in the Tahoe Basin. Riding between Spooner and Kingsbury, in either direction, is the most dangerous.

Type: A-Agency, B-Board or Public Body, P-Public



## Round 1 Public Survey: Existing US50 in 5 Words

No.	Comment
1	Bad Traffic and no parking
2	Dangerous, limited visibility, high speed
3	Beauty
4	beautiful drive
5	Busy, scenic, auto-centric, dangerous
6	no medians fear oncoming traffic
7	Fast, nice view of lake.
8	Auto only; dangerous; great potential
9	It's fine as it is.
10	Dangerous access at Lincoln creek
11	pretty drive but narrow
12	needs pavement repairs
13	ugly at Stateline, nice north
14	Best highway around Lake Tahoe
15	People go waaay too fast in a 45mph speed limit; average driver is going 60-70 mph!! Put Up Lights all along Highway 50!!! Especially at Warrior Way before more teen drivers are hit!!
16	Dangerous drivers
17	extremely dangerous to drive during all seasons
18	Danger road
19	Wider bike lane
20	Dangerous
21	Lake access for rich and poor
22	Stay in the right lane!
23	Traffic speed is too high
24	Crowded
25	Busier but better than 28!
26	Dangerous, speeding, windy
27	not enough space for bicycles
28	Lacks safe bike trail, unsafe
29	Road is easy to travel on.
30	Dangerously crowded in the summer.
31	Scary turn offs
32	Dangerous, congested, overcrowded, death, crash
33	Lacking parking, transport, and cyclepaths.
34	Scary, mountainous, rugged, crowded
35	blood alley many many deaths
36	hazardous for walkers and bikes
37	Scenic, good traffic flow
38	accident prone
39	IF ONLY WE HERE AT SOUTH SHORE HAD THOSE WHO DO SUCH A BEAUTIFUL JOB IN REGARDS TO HIGHWAYS
40	Dangerous, bike unfriendly, difficult turns
41	Well maintained compared to CA
42	Well maintained compared to CA
43	busy, parking at the beach, no turn lanes
44	Dangerous
45	Fatal car accidents
46	Tourist traffic
47	beautiful, congested, dangerous,
48	efficient way to navigate the lake
49	Beautiful drive, well maintained.
50	Too fast, noisy, dangerous,
51	Not safe, speeders, illegal parking
52	Beautiful but a little crazy drivers at times
53	most dangerous road in America
54	Ridiculous 45 mph restriction!
55	Dangerous areas, needs turn lanes
56	Dangerous, unenforced, forgotten, death
57	Dangerous @ Lakeshore Blvd in Zephyr Cove
58	dangerous to cross heavy traffic
59	Treacherous and unsafe.
60	Very busy.....cars drive way over the speed limit....they think they are on a interstate highway!
61	Death trap
62	Dangerous without middle lane
63	fast, dangerous, rural. death, crowded
64	Dangerous
65	Need left turn lanes
66	Extremely dangerous for bike riders, need bike lane
67	Unsafe parking, lack of policing
68	The road works well until south shore casino area.
69	Dangerous driving
70	Dangerous intersections
71	Two Lane Highway
72	Fast busy dangerous traffic
73	Challenging to drive
74	curvy, dangerous icy in winter
75	Very busy
76	Busy and noisy
77	Congested
78	Wide, long, access to mountains
79	distracted drivers

80	no enough shoulder for bikes
81	conjunction
82	Fast traffic few left turns
83	thankfully 4 lanes
84	Dangerous to turn off of.
85	Beautiful view, lots of traffic
86	Too fast and unsafe
87	Death trap
88	Narrow, needs center divider
89	Windy road, busy summers
90	Congested, dangerous, worn out,
91	Dangerous in Winter.
92	Too many side streets
93	Peaceful, beautiful, home
94	NASCAR race. Deadly risk driving
95	Not enough safe parking
96	A beautiful and mostly relaxing drive. The scenery is unmatched anywhere's.
97	Dangerous left turns
98	excess speeding-ped crossing-illegal parking
99	potentially hazardous
100	winding, beautiful, pedestrians, parked cars
101	scenic, pleasure, enjoyable, fun, access
102	Beautiful unsafe traffic overcongestion tourists
103	Traffic. Cars everywhere, danger zone
104	Dangerous undivided highway
105	increasing traffic
106	Dangerous entry from Zephyr Heights
107	scenic, unsafe, speed, too much traffic
108	Unsafe, too fast
109	accidents from left turns
110	too much tourist traffic
111	Dangerous. Many Accidents. Fast Drivers
112	Busy
113	Fast and dangerous
114	Through the seasons it seems adequate except for the chaos at zephy cove resort
115	Considerable traffic, especially weekends
116	Scary, dangerous, deadly, getting worse
117	Danger for bicyclists
118	Dangerous turn into zephyr cove
119	Toll road...it's time
120	Dangerous, Deadly, Scary, Unsafe, Beautiful
121	People drive ridiculously fast
122	Beautiful but car-only access
123	The speed limit needs to be slower.
124	Speed limit needs enforcing
125	Traffic
126	Dangerous, main freight throughfare
127	Excessive roadway parking Zephyr Marina
128	Dangerous and unsafe
129	Dangerous...head on collisions
130	dangerous
131	SHOULD STAY AS IT IS NOW
132	Scenic, dangerous for bikes/peds.
133	Summer congestion
134	Dangerous People going to fast
135	People need to slow down.
136	congested with tourists, no parking for beaches, no safe bike path routes
137	speeding autos
138	HORRIBLE NOISE
139	Scenic, tunnel, head on, congestion
140	Very Scenic, Very Crowded
141	Traffic and pedestrian congestion
142	Traffic needs a light
143	high speeds dangerous turns
144	Dangerous. Speeding. Noise
145	congestion at Zephyr Cove Resort
146	Ease of use.
147	Throughway to stateline and reno
148	busy, fairly smooth
149	A lot of speeding.
150	Traffic moves too fast.
151	Extremely dangerous
152	Traffic
153	increased traffic, no parking
154	Beautiful but a little dangerous
155	too fast
156	Beautiful, dangerous, too fast
157	Scenic, important, and dangerous artery
158	dangerous
159	Difficulty exiting Zephyr Heights.
160	Beautiful - congested in summer months
161	dangerous left turns on Hwy 50
162	Dangerous, loud, exhaust and sound pollution

163	Congested; dangerous; dated
164	We need a light at Zephyr Heights
165	Road to home
166	Beautiful, scenic
167	Crowded and excess of speeding
168	Dangerous road, needs turn lanes
169	speeding drivers and dangerous
170	Lots of fast cars
171	Too dangerous to ride/walk
172	Traffic is heavy during holidays or events
173	Dangerous and excessive car speed
174	Vehicle accidents and pedestrian deaths
175	Increasing traffic every year
176	Lack of traffic signals, congestion.
177	need bike path, scary pedestrians!
178	People driving TOO fast!
179	Scenic, winding, nature, overused, dangerous
180	crowded
181	Well maintained regional corridor
182	Parking on side of road
183	Busy and dangerous
184	Dangerous turns, need signals, speeding
185	No bike lane
186	Dangerous, no turn lanes
187	Cowded, narrow
188	Busy
189	Too narrow no bike path
190	Scared, what if.....safe
191	Need center divider and parking enforcement
192	Busy road, lots of cars
193	scenic but over-crowded summer
194	Traffic too fast, need lights
195	speeding, parked cars, dangerous turns
196	Pretty dangerous and narrow, hard to get out of Warrior Way in June and Aug/September
197	A bit scary
198	Dangerous
199	Free shuttles needed
200	Head on collisions and drunk drivers
201	Too much traffic at high speed
202	Crowded. Illegal parking. Dangerous.
203	Crazy illegal parking during summer
204	Cars parked on the road making it hard to drive. No parking for beaches
205	Dangerous and sometimes scary!
206	dangerous single-modal car fence
207	Extraordinarily dangerous
208	Busy, fast, blind turns, dangerous, limited
209	Only way through dangerous
210	Dangerous curves. Clueless tourists
211	crowded, fast, windy, no shoulder
212	Lack of enforcement of laws
213	dangerous, many speeders, dangerous left turns
214	Dangerous
215	lost friends due to speed
216	Too many cars on side of road - summer. Crowded. Congested.
217	Zephyr cover parking danger
218	traffic to fast
219	Dangerous
220	Heavy traffic often, speeders
221	MORE LANES NOT LESS
222	dangerous illegal side parking.
223	Quick traffic movement.
224	Congestion
225	Stupid tourists
226	everyone drives too fast
227	People drive too fast
228	scenic
229	Important to me and all locals
230	Beach parking in the road
231	Dangerous
232	Safety concern at various intersections given speed and turns
233	More traffic than can ever remember
234	Overcrowded, scary, stressful, fast, dangerous
235	dangerous, fast, auto-centric,
236	Beautiful and dangerous
237	speeding, dangerous lane changes
238	Great w/ HIGH RISK Danger spots
239	Dangerous
240	lack of turn lanes
241	Heavy traffic, unsafe to bicycle.
242	deathtrap for residents, bicyclists and tourists.
243	crowded terrible parking most beautiful
244	Very scary as a non-motorist
245	Too many cars parked on the side of the road. We should make more off street parking available

246	Not bikeable
247	Dangerous
248	Congested, difficult to navigate, scary, bike/ped vs vehicles
249	Unsafe shoulder parking, pedestrian traffic
250	Dangerous
251	major vehicle traffic
252	busy, no room for bikes
253	People drive too fast
254	a lot of cars





## Round 1 Public Survey: Future US50 in 5 Words

No.	Comment
1	More parking and safer
2	Better traffic management
3	Slower traffic, better bike lanes
4	convenient, fast, easy, scenic
5	More ped-bike options, narrow roadway, better ingress egress
6	concrete medians for safety!
7	Safer. More Efficient.
8	Multi-transport; turn lanes; more stoplights
9	Leave it alone.
10	worried about crowding near casinos
11	corridor, community, bike and walk
12	It's ok, don't change it
13	Slower!!
14	Safer speed limits. More traffic lights at dangerous intersectiins
15	stop lights should be put at every intersection
16	Crowded road
17	Less debris
18	Bike lanes, traffic control
19	More access to recreate
20	Less collisions but more traffic
21	communities need safe entrance/exits
22	Better
23	Separate bikelane; no curbside parking
24	Safer, no parking, bike lanes
25	bike and walk path
26	Bikeable, safer, less car collisions
27	Same
28	Multi-use safe corridor.
29	Turn lanes
30	faster, safer, commuter friendly, bike lanes
31	3 Lanes with bike paths
32	Safer
33	one lane
34	bike lane, center turn lane
35	Safer
36	slower traffic more traffic lights
37	KEEP IT SLOW SO PEOPLE WILL REALIZE WHAT A BEAUTIFUL PLACE WE LIVE AT
38	bike path and turn lanes
39	Safer turning across the highway
40	Safer turning across the highway
41	Turn/merge lanes. No parking on street
42	More friendly, safer,bike friendly
43	Could be safer
44	Beautiful ,better parking, safer, less congested
45	efficient way to navigate the lake
46	too much traffic
47	Bikes, walker/jog, scenic, shared
48	Safe, user friendly
49	More police presence to reduce speeding
50	future of safe, sustainable transportation

51	Same as now!
52	Turn lanes, reduced speed limit
53	safe, equitable, walkable
54	More traffic lights, less speeding.
55	More mass transit, easier access
56	Improved w/safety as primary concern
57	More traffic light at residential intersections.....slow the traffic down to the posted speed limit.
58	Put in roundabouts
59	Easy to turn and merge
60	safe, sane, rural,
61	Safer, easy in and out
62	Need left turn lanes
63	It could be as user friendly as The West Shore
64	No parking, driving speed limit
65	cars away from the lake.
66	Wider lanes for turns, walking paths
67	Left turn lanes
68	Two Lane Highway With Divider
69	Extremely dangerous if no changes
70	Less traffic and parking
71	Can't see much changing
72	Better access to Tahoe
73	Prioritize non motorized use
74	bike lanes fewer cars
75	very congested
76	More stop lights or roundabouts
77	more turn lanes
78	adding turn lanes
79	Beautiful view, slower/less traffic
80	Dedicated bike lane
81	Reduced speed
82	Safer pedestrian experience, improve parking
83	focus on congestion in popular spots
84	more parking, better traffic control
85	Accessible/frequent public transit from Carson.
86	Leave it as is
87	Safer left turns. Larger space between head on traffic
88	Pedestrian safety and parking space
89	I like it as it is but do understand it has its dangers as do all such scenic highways throughout the country.
90	Two lanes, middle turn lane
91	more turn lanes-slower speed
92	Lights at intersection
93	center divider
94	scenic, pleasure, enjoyable, fun, access
95	No cars parked on roadway
96	Wider, better parking and cycle friendly
97	Should be widened with divider
98	safer, slower traffic
99	Additional turning lanes
100	park like, slower, wider, safer
101	no streetside parking, lower speeds
102	Stoplight at Warrior Way
103	more high-speed traffic
104	Bike Path, Center Barrier. Left Turn Pockets

105	Accessible
106	Less auto and truck traffic.
107	Keep it accessible and in good repair
108	More traffic signals
109	3 lanes, safe resident access
110	Bike lane
111	2 lanes with turning lane
112	Center curb. Light at 50 & 28
113	Turning lanes, speed signs, traffic light at ZCES
114	Safe to leave my neighborhood
115	Create path for non-vehicular traffic
116	More stop lights at cross streets
117	We need to have a light at Marla bay. We live in zephyr heights and we nearly get hit just getting on to 50.
118	Too much fast traffic
119	Smoother flow of traffic
120	Off highway parking and accessible
121	No roadway parking
122	Slower speeds
123	Safety first and foremost
124	less dangerous
125	Current status is good access
126	bike lanes safer for peds
127	More user friendly
128	Paved better
129	We need light coming out of zephyr heights
130	dedicated bike lanes, public transit options, traffic calming devices similar to Incline Village to Tahoe City
131	beautiful, senic peaceful drive.
132	NOISE ABATEMENT - QUIET ZONE
133	Safer
134	Very Scenic, Very Crowded
135	No street parking
136	Lights at zephyr heights
137	expansion turn lanes traffic lights
138	Center Divider, Bike Path
139	smooth flow of traffic, traffic lights are OK if not significantly delayed
140	Much of the same.
141	No change other than speed limit
142	Safer to travel
143	Safer road
144	Two lanes, green median
145	parking, potential traffic lights
146	Full of traffic
147	more lights reduced speeds
148	beautiful, safe all year
149	Scenic, important, and safe.
150	safer
151	Smoother flow of traffic.
152	safer for cyclists - safer parking options
153	Protected left turns, traffic calming devices, alternate transportation for tourists
154	Sound proofed, no trucks, speedcontrolled
155	Safer for bicyclists and autos
156	I light at zephyr Heights
157	No bike lane
158	The same. Don't mess it!

159	Widen road add bike/pedestrian pathways
160	Reduced speed, traffic signals, roundabouts
161	turn lanes, lower speeds
162	More speed checks and lights.
163	Separated bikeway, bicycles on buses
164	Enlarge to 6 lanes, put in bike trails
165	calm, peaceful, beautiful, safe
166	Year-round safety for all
167	Divided four-lane highway
168	Keep two lanes both directions .
169	bike/walking path to Stateline
170	Congested mess if nothing is done
171	scenic, winding, nature, no parking
172	safer
173	maintain traffic flow and limit parking on shoulders
174	Safer, less accidents
175	Incapable of handling increasing volume
176	Less congested, less speeding
177	Add a bike lane
178	Safe, turn lanes
179	More lanes, wider
180	Safer
181	Wider with separate bike path
182	Safe
183	Divided road
184	Traffic signals, designated turning lanes
185	fewer vehicles, adjacent bike path
186	Traffic signals at N. Martin
187	left turn lane Marla Bay
188	Pretty views, reasonable speeds,
189	turn lanes, separation from oncoming
190	Safe for all modes
191	congested
192	Center divide will save lives
193	Less traffic, slower speeds, bike path
194	Bike and walking path. Structured parking and crosswalks.
195	Improved safety for bikers/pedestrians
196	Separate Safe bike and pedestrian path
197	Tolls and safety considerations
198	safe multi-modal health provider
199	To feel safe
200	North shore, roundabouts, traffic lights, safety, family friendly
201	Scenic slow organized
202	Add barriers just like on 50 on the Spooner to carson side
203	walking/biking path, safer
204	Overcrowded and less safe
205	left turn lanes, two lanes each direction
206	No parking on highway
207	signals and lower speeds
208	Add bike lane - add turn lanes
209	no parking on side of road
210	35 mpg speed limit
211	Provides for all transport modes
212	DO NOT CHANGE 4 lanes

213	MAYBE A LIGHT OR TWO
214	no cars parked on side of road.
215	Too many signals.
216	Expanded lanes of travel
217	Roundabout Spooner warrior way
218	More traffic controls
219	Turn lane for round hill beach
220	scenic with protected bike lane
221	NOT ONE LINE UP AND 1 DOWN
222	Designated multi use
223	Safer for ped crossings , bicyclists and cars
224	Better traffic control and ingress/egress
225	More dangerous
226	Managed, safer, calmer, slower
227	bikeable, walkable, safer intersections, slower
228	Maintain the beauty and make it more safe
229	same amount lanes, more lights
230	Safety a priority completed!!!
231	Safe
232	better speed control
233	Safer, motor vehicles and bicycles.
234	safe turn outs, safe bike lanes, improved tourist parking
235	Bike path around lake less cars
236	Safe for all modes
237	Better turn lanes and acceleration lanes like near highway 28
238	Safe for bikes and cars
239	Multi transport friendly
240	Complete streets, slower speeds, bike/ped centered, public transit
241	Widened road, enhanced enforcement, usability
242	Organized and safe
243	highway with class 1 bike trail
244	continuous bike lanes
245	no parking, traffic calming
246	More cars using highway, thus Hwy lanes have not been reduced



## Round 1 Public Survey: Other Improvements

No.	Comment
1	Pedestrian Bridges if possible
2	Bury power lines Remove eyesores visible from the road
3	Ticketing those who litter, speed
4	Because of the speed of the highway, exiting from my neighborhood is quite dangerous, especially in the winter. We've had several accidents in the last year. I am referring to the exit from the Zephyr Heights community.
5	Narrow the street, add scenic improvements
6	Near Zepher Cove highway parking on East and West side of road during the summer months is so dangerous to pedestrians accessing the beach. More off road parking would be excellent idea. Perhaps parking lot on East side of highway with bus transport to west side.
7	A bike lane would be a much needed improvement along this corridor. It would also be good to do something about reducing the speeds and frequency of high speed crashes.
8	Leave it alone. It's fine as it is and any of these these ideas will make things worse. Fill potholes, paint lines, plough snow. Any other ideas you have to improve things won't. Leave it alone.
9	Flashing warning lights At Lincoln Creek crosswalk. Bots dots or rumble strips to slow traffic.
10	Center median to allow for breakdowns and not as tight traffic flow
11	Better turning for Sand Harbor, it's really bad when there are events at the amphitheater
12	bike lanes and bus service to avoid parking nightmares
13	Don't take away lanes. Narrow highway will be more dangerous and congested in the Winter
14	No One Will Use Bike/Pedesteian Paths by Zephyr Cove Resort!!...there already is one and people still walk on the highway and run across a four lane highway j-walking!!! PUT UP STOP LIGHTS and NOT ANY ROUNDABOUTS BECAUSE IDIOTS CANNOT YIELD ANYMORE!!
15	Put a traffic light and crosswalk at us50 and warrior way.
16	Please reduce speeds on Kingsbury Grade too!! There are residential homes all along the Grade yet people drive 60-70+ mph!!! On the turn after Palisades Drive, several deadly car accidents and motorcycle accidents have happened!! Put up a flashy slow down you are going too fast sign or something to slow down cars on Kingsbury grade!! Plus-I think homeowners on Kingsbury Grade deserve a high cement wall to keep out the highway like noise that is on a 35 mph street that everyone drives like it is a freaking highway!!!!
17	Lights
18	Reduce lanes to one in each direction and add turning and bicycle lanes.
19	Parking and signalized pedestrian crossings.
20	Erosion control. Safety is the main thing.
21	Lower the speed limit to 35 from Zephyr Cove to Stateline (I like yearround, but May 1 - September 30 would be good compromise); add a round-about for safe exit and entrance at the MarlaBay/Zephyr Heights area to provide for safe ingress/egress of those residents whose safety has been FAR too overlooked in past evaluations (we who live in the area have the same safety and traffic issues as at the Highway 89/50 interchange in Meyers---the same solution would be great since the streets don't all meet up perpendicularly) The Meyers roundabout is great to keep traffic flowing and provides safe ingress/egress for residents)
22	Lower speed limits or better enforcement of them maybe
23	For safety, put in a median barrier in sections, like there in between Spooner and Carson City

24	Add turn lanes wherever it is possible, eliminate on highway parking especially by Zephyr Cove as it is dangerous.
25	fastrack a bike path
26	No leave it the way it is.
27	I think you have already identified the most important improvements.
28	more enforcement of slow drivers blocking traffic, re-work the intersection of highway 28 and highway 50.
29	<p>It's insane that we have a four lane highway through a rural residential area with almost zero turn lanes, zero bike/pedestrian paths past Zephyr Cove, and a lack of transport/parking options for people attempting to access the various beaches along the east shore.</p> <p>The parking situation at Zephyr+Nevada Beach is extremely dangerous with cars regularly sticking out into the far right southbound lane, pedestrians walking in the road on a ~35mph zone, and cars regularly driving 50+ with no consequence.</p>
30	The roundhill pines turn-in can't come soon enough.
31	Major safety issues at Round Hill Pines and Presbyterian Curve need to be addressed. Warrior Way and Lake Village access are dangerous intersections for left turns. More scenic turnoffs would be nice. Separate bike traffic from high-speed vehicles.
32	better snow removal and chain controll
33	NOT AN IMPROVEMENT BUT KEEPINGTHE HWY SAFE BY INFORCING THE SPEED. SLOW AS YOU GO
34	Please! Safer way to turn into/out of Lakeshore Drive - Marla Bay. So many accidents. I truly fear for my life during the tourist seasons.
35	Please! Safer way to turn into/out of Lakeshore Drive - Marla Bay. So many accidents. I truly fear for my life during the tourist seasons.
36	Keep 4 lanes of traffic flowing
37	Slow the speed limit. Add barriers.
38	A cement wall for a median
39	Must keep capacity on the roadway to address higher traffic
40	Lower speed limit,
41	no
42	there needs to be a lower speed limit that is enforced. We see trucks and cars barreling past residential areas in excess of 70 mph. There needs to be better locations for stop lights. Hundreds of cars traverse the intersection of Lake Shore and Highway 50 daily and yet there's not even a stop sign there.
43	Increase speed limit to 55 mph like ALL other inter/intra state highways.
44	Definitely reducing the speed limit. This corridor should be maximum 35 mph with some areas reduced to 25mph.
45	I live in Marla Bay. My greatest fear is being rear ended as I sit in the left hand lane of a highway at a dead stop waiting to make a left hand turn. So fearful that a driver behind me won't see that I am stopped and will hit me at a high rate of speed or make a last second unsafe lane change to avoid hitting me. Terrible accident just waiting to happen. Would like to see a left turn lane from eastbound into Marla Bay.
46	Left turns.. need left turn lanes/islands,
47	Traffic light @ Lakeshore Blvd/Lakeview Dr with light activated by button or car waiting.
48	Add a crosswalk flasher to Lyons Avenue crosswalk near Cave Rock
49	Safer left turn lane option going into PineWild
50	Turning lanes.....traffic lights
51	Put in traffic Signals!!!!



	No parking on Highway.. Zephyr Cove parking expansion or capacity limit Left turn lanes Traffic / Speed enforcement from County Line to Glen Brook. (NHP is focused on summit)
52	Timed Traffic lights
53	Just make turn in and out safer
54	Not off hand
55	Prevent ALL parking along this corridor. Create parking areas where people can walk or be shuttled in. Law enforcement to ensure speed limit is obeyed. DO NOT reduce the number of lanes!!!
56	Turn lanes on highway
57	Slow traffic - maybe a 40 mph restriction from the summit to Stateline
58	Turn lane into Lakeside Blvd servicing Pinewild & Marla Bay & blinking light that pedestrians can control to safely cross highway from Lakeside Dr
59	divider possibly between Round Hill Safeway and Zephyr Cove
60	Slower speeds
61	Need a stoplight at Lakeshore Blvd entrance to Marla Bay/Pinewild.
62	Traffic light or southbound Merge lane at Lake Village
63	Mandatory signal light at intersection of US 50 and SR28 !
64	off highway walking/biking routes. With snow removal on those routes
65	Make the corridor with a single travel lane in each direction and a 2 way left turn lane.
66	extremely difficult to make left hand turns especially around bends. We need to build in traffic management options that support residents and visitors on either side of 50.
67	turn lanes and slower speed limits
68	Provide additional OFF HIGHWAY access and parking, especially near the Zephyr Cove area. During the summer months, it is a s*** show of parking and pedestrians.
69	There should be a dedicated bike lane on HWY 50 from Spooner summit to Kingsbury grade.
70	Improved crosswalks
71	Warrior way should have a traffic light, eliminate on-highway parking from across Warrior way, and add free public parking on Warrior Way
72	Parking near Zephyr Cove and Sled Hill (junction of SR-28 and US-50).
73	Provide parking and prevent people from parking on the highway in the Roundhill Pines, Zephyr Cove area. Somehow prevent people from crossing the roads to get to the lake especially with children. Provide a traffic light or roundabout at the intersection of Highway 50 and State Route 28.
74	Parking is needed off of the roadway. I know it is all about ground coverage with TRPA but we need to get pedestrians off of highway 50.
75	The intersection at Elks point and 50 is confusing to non residents and very deadly. The north turn into Round Hill Pines resort is deadly. The south bound corners just after ZC beach are too narrow, especially in winter. To make a left turn against traffic into residential areas is deadly. It's the most dangerous road with too much traffic and needs to be corrected. How many more deaths need to be racked up before something is done?
76	I feel like it's possible to put in directional parking spaces (similar to that is Carson city by the capital building) with reasonable meters to increase cash flow and parking safety
77	Dedicated bike lane
78	turn lanes into residential areas lower speeds bike lane

79	Maybe a light leading out of Marla Bay homes/Pinewild. Also, a walking path from Marla Bay to Round Hill. There is just a short section which is dangerous for bikes and Pedestrians. There is a space between the road and the properties where a walking/bike path could easily be added and connect to an already existing path. This would give residents/guests a safe access to Round Hill beach and beyond which would eliminate driving to those areas.
80	Current parking regulations need to be enforced throughout the day. Increase fines to pay for other improvements. When the existing lots are full, that's it. No more. We need to protect the Tahoe Basin and water clarity. Do not build more parking facilities.
81	Officers need to ticket cars parked outside white lines on the 50.
82	passing lanes
83	full bike lane on north side - turn lanes at intersections - 2 lane roundabout at 28/50 intersection
84	decrease the speed limit from Cave Rock to State Line. Digital radar speed limit signs. At Lakeridge we could use a mirror to help see around the turn of the west bound traffic when turning left off of Cedar Ridge onto HWY 50. With traffic coming around the curve at 50 MPH we have limited time based on the current visibility.
85	Warning sign or light at Martin exit.
86	<p>I have lived in Tahoe since 1985. These safety issues and improvements have been talked about for all this time with little action! Stop studying and make some changes. Both my children went to the middle school and high school. Hundreds of times I made what felt like unsafe turns onto the highway. Warrior way needs to be a stoplight. A roundabout won't work because of all the pedestrian traffic in the summer.....people will cross the road there under any circumstances. Highway parking at Zephyr Cove is dangerous for pedestrians and drivers and should be provided off highway.....perhaps like the new parking in Incline at the Lakeside trail. Additionally, Round hill pines needs a safe entrance and exit. I really like all the new roundabouts in our wider area and if that solution could work in places, then great.</p> <p>It is critical to stop studying all the options, make a plan and enact some changes. I'm sure it can be very beautiful and I trust you can do that. But, I have been to several meetings over the years and nothing seems to materialize</p> <p>A bike path to connect to the others has been spoken about and would be wonderful. The new trail at Sand Harbor is spectacular.</p> <p>Some type of center divide or separation would make many areas feel safer to drive on icy days.....just south of cave rock on the wide turn at Lakeridge and just south of Zephyr Cove entrance. Drivers cannot see the lanes on very snowy days.</p> <p>This area feels like a racetrack and could feel like a parkway. The speed limits are OK, but drivers don't comply.</p> <p>I hope these comments help,</p> <p>Sincerely, Anna McLeod</p>
87	Stop light at Marla Bay/50 intersection. Concrete lane barrier down center lane, no street-side parking. Do not reduce the lanes, keep 4 lanes, no round-about.
88	Stoplight at Warrior Way. Prevent parallel parking on highway at Zephyr Cove and Round Hill Pines beaches.
89	MAYBE installing concrete barriers along the median on existing sharp curves--especially blind curves. And also better enforcing of speed limits. Better lighting in tunnels.
90	
91	Not only making the corridor safer to drive through, but also improving travel time. Many accidents are caused by impatient drivers between carson & South Lake and adding lights will only make them more impatient.

92	
93	Turning lanes into developments
94	Aside from lack of parking at resorts leave it alone
95	Traffic signal at Lake Shore Dr. and Hwy. 50 Possible signal at Martin Dr. and Hwy. 50qq
96	all major residential neighborhoods need safe access (turning lanes) center barriers to prevent head-on collisions (especially on curves) noise barriers on all retaining walls (noise pollution is also increasingly horrendous) heightened highway patrol to address excessive and dangerous speed and impaired drivers toll booths or fee structure (including paid parking at recreation sites) to fund all measures, promote public transit and discourage increasing traffic counts
97	The turn into Zephyr Cove property owners association is dangerous coming from Stateline because its just after a curve in road. Same with turning left onto highway from ZC. Would love a turning lane and a middle lane to turn onto coming out of out road ZC.
98	Bike/pedestrian corridor 1/2 Mile either side recreation access or trail head. Traffic light, similar to what is on 395 in Carson valley, at hwy 50 & 28  Speed rumble strips to slow traffic around glenbrook and cave rock...recommend 35pmh. Perhaps implementation of photo tickets in areas where speeds are reduced due to increased cross traffic to auto ticket people exceeding posted speeds by 10mph.  Developed parking areas along the road, similar those added to hwy 28 with reduced speeds in parking zones.
99	Pedestrian tunnel/bridge at round hill and elks point.  I think there needs to be more traffic lights especially at the intersection of HWY 50 and Warrior Way where the schools are. Many parents and new high school drivers will be much safer turning on the highway. Also, the section below Zephyr Heights Neighborhood known as deadman's curve needs traffic lights and better signage to slow people down. There have been too many fatal accidents! I've been stranded unable to get home several times due to road closures because of fatal accidents.
100	Traffic light at Zephyr Heights and Marla Bay Install meters telling the speed and how fast cars are going. More police presence and tickets from skyland to roundhill  I feel we have enough parking for recreation access the problem is to many people at each location. Limiting people means a better experience for everyone..
101	
102	Add more stop lights at cross streets
103	We need all 4 lanes. No roundabouts. We need a light coming out of of zephyr heights. We nearly get hit coming out of our neighborhood.
104	We need all four lanes for safety end transportation
105	I would like to see a pedestrian traffic light at the crosswalk of US 50 and Lyons Avenue, near cave rock. Even though there's a crosswalk, cars do not honor the fact that people are waiting at the crosswalk to cross
106	Freight safety and evacuation
107	

108	My neighborhood, zephyr heights and zephyr knolls, needs a light at N. Martin Dr. Its impossible to safely turn left or right out of neighborhood due to high speeds, blind curve, high volume of cars and drunk/distracted drivers from zephyr cove beach. Also want a round about or light at lakeview st at pine cone resort- same concerns for safety and high volume of accidents and fatalities every year!
109	<p>More signals for major neighborhood access...Zephyr Heights has two access points but both are dangerous with fast traffic and limited visibility to oncoming traffic.</p> <p>I'm also hearing about the highway possibly becoming 2 lanes and installing some traffic roundabouts...I don't understand how reducing traffic to two lanes is seriously being considered. This really makes me take pause when fires are a constant threat and the highway would be instantly backed up. It's a total nightmare now with highway traffic flow stopped when there's an accident or road work being done.</p> <p>Thank you for this survey opportunity.</p>
110	<p>If at all possible, add a concrete barrier (like what's on the Carson City side of the hill) between the northbound and southbound lanes.</p> <p>Headon collisions are just too likely today.</p>
111	Flashing red light at Zephyr Heights turn
112	Some sort of median for the cars and then bike lanes/bike path for the bikes.
113	Ban street parking at Zephyr Cove
114	We need a light at zephyr Heights. We nearly get hit coming out of here.
115	Reduce speed limits. Put a light down at Zephyr Heights. Where there is no tournament barriers between the lines.
116	<p>Two lanes in each direction of HWY 50 provide smooth flow of traffic at the expense of safety when entering Zephyr Heights on North Martin. Most residents of Zephyr Heights put the turn signal on as early as passing ZC Resort in order not to get rear ended while attempting left turn to N Martin- yet there are fatalities on this stretch of road every year.</p> <p>At a minimum, there should be one traffic signal permitting drivers the ability to enter and exit Zephyr Heights safely.</p>
117	roundabouts
118	<p>Noise Pollution from Glenbrook to Cave Rock. Blasting truck brakes to valley shaking motorcycle blasting. It's become a serious environmental issue affeccion 100s of millions of dollars of property. The highway zone can be covered by green belt /tunnel for wildlife... the hwy section can be reduced to a single lane low speed/environment zone. Sound walls installed along the Glenbrook corridor. Tahoe Noise Abatement on the East Shore/Glenbrook area is vital. We plan on more activism on the subject. The excessive speed and noise and tragic accidents have increased terribly near Glenbrook and in the Cave Rock to Zephyr area. This should be a quiet environmental zone. Speed traps won't be effective. Physical barriers/tunnels/greenbelts/narrowing lane zones are urgent. It's not safe for bicycle or cars or for the residents.</p>
119	Yes, Water Sports have changed. A very high percentage of the watercraft users now use non-motorized craft, but the launch area parking rules are still for 80% motorboat trailers (11 non-motorized vs about 70 trailer spaces at Sand Harbor, a little better at Cave Rock, but still overwhelmingly for trailers only). Except for some summer weekends, trailer spaces never fill up. For a kayak or paddle board, all are filled every day before 8 am.
120	Shared use with middle lane for turning in and out of neighborhoods.
121	Lower speed limits
122	Dedicated turn lanes into housing tracts
123	<p>get rid of parking on shoulders at Zephyr Cove, add LED signs indicating "lot full" well before turn lanes,</p> <p>continue bike path from Incline all the way to Stateline casinos</p>

124	Better lighting and road marking.
125	35 mph speed limit, south bound from Zephyr Cove Resort to Marla Bay
126	No
127	A green median for safety with one lane of traffic in each direction. Two lanes each way extremely dangerous especially around curves. Large shoulder or bike lane in each direction. Safety first!!!
128	DO NOT reduce the number of lanes!!!
129	More lights
130	Light at Marla bay intersection
131	Slow the traffic down please. Also in the summer, while driving through Zephyr Cove, I do not use the right lane as people parked along the highway do unexpected things like open doors, dart out into the highway, don't control their kids, etc. Last thing I want to do is hurt someone. This area is so beautiful but many people zip on through. Turning left into Lake Shore Blvd into Marla Bay is so dangerous. There are frequent near misses.
132	Do NOT reduce corridor to two lanes.
133	The road should be widened and turn lanes are needed for access to and from neighborhoods. Parking on the highway should not be allowed for beach access to Round Hill Pines and Zephyr Cove.
134	Perhaps some odometer/speed checks like the one near LakeVillage
135	Speed limits are disregarded. Distracted drivers (tourists), impaired drivers, pedestrians walking with coolers on hwy 50. Summer congestion has worsened significantly in the last 5 years. Accessing the beaches is nearly impossible on weekends. Would love to see bike / pedestrian options for beach goers if the parking areas are full. Additionally, more traffic lights and or protected left turns for residents accessing neighborhoods.
136	NOISE ABATEMENT!!!! Speed reduction Pollution control Bicycle paths Traffic reduction
137	We need a light at zephyr Heights. Barriers down the middle so you can't get hit head on
138	Less cyclists
139	Safe beach parking would be nice.
140	DO NOT drop 50 to two lanes! It would be a nightmare of congestion! Widen the roadway to add lanes for bikes and pedestrians!!
141	We need safer entrances/exits for residential areas.
142	People parking on the side streets to go to the beach creates huge safety issues.
143	Safe roads in all weather conditions. Add more stop lights with crosswalks at popular sites.
144	No
145	Traffic signals to control flow and allow safe entering 50 from neighborhoods.
146	Prioritize the round the lake segment of the bike/walk path between Zephyr Cove and Stateline. With Zephyr Cove and Round Hill public beaches, parking and walking on the highway is just insanely dangerous. The portion near Round Hill is already complete so less walkers and bikers there (just bad parking) but from Zephyr Cove to Round Hill it is VERY dangerous to be a biker, walker or car parker.
147	Lights at tunnel for Cave Rock driveway
148	Eliminate all roadside parking, particularly in the regions around Zephyr Cove. This needs to be done ASAP. People block the right lane with their cars and walk down the middle of the highway.
149	maintenance/garbage removal and keeping the area clean
150	Provide easier and safer access to the schools on Warrior Way.
151	Speed control and safe access from surface roads

152	Stop people parking along highway 50 to access the lake! Why are they not ticketed? It's not safe for anyone. Install more signals to turn on and off of 50 as you go around the lake - and not just turn lanes, they aren't enough.
153	Need more dedicated left turn lanes
154	Better bike/pedestrian lanes. More lanes for motor vehicles
155	Primarily turning on to or off highway 50 on small streets accessing residential areas.
156	ENFORCE NO PARKING SIGNS. Staff NHP and DCSO. Add divider from elks pt to 28. Do not allow left turns across 50.
157	Center divider, too many head on collisions
158	Traffic must slow down and the ONLY way to slow everyone down is to have traffic signals. NDOT has already decided to add a traffic light at Warrior Way but we MUST have traffic signals at N. Martin and at Lakeview (where Marla Bay, Zephyr Heights and Pine Cone Resort all intersect). Douglas County seems to want to have it both ways with allowing vacation rentals everywhere in this already congested area and then wondering why the taxpaying residents don't want vacation rentals. Every vacation rental in our area has at a minimum 4 cars and most have 6 cars per vacation rental--parking everywhere illegally. If Douglas County wants all the revenue from vacation rentals to pay their pensions, then give the taxpaying residents of Tahoe the traffic lights we need to get from our homes out onto Highway 50 especially in the winter when there is only one exit available to us at North Martin!!!!!!!
159	My # One concern: Safer options making a left turn from highway 50 into the Marla Bay/Pinewild neighborhood. I fear I will be rear ended most of the year and especially during weekends, holidays, summer. Also ways to slow traffic down between Zephyr Cove Recreation Area and Zephyr Cove, Safeway Market. No highway parking at Zephyr Cove Recreation Area or Round Hill Pines Beach. I feel safer in the fast lane driving through those areas due to parked cars and people opening their drivers side doors into traffic.
160	We really, really need a light at Warrior Way. I have been here 10 years taking my daughter to and from Zephyr Cove Elementary, and now to Whittell High. We take our lives in our hands twice a day and it's completely unnecessary. Even when school is not in session, beachgoers park at the school and run across the highway to the water. The north-south pathway on the east side of the highway is very nice, but pedestrians don't see it and just cut across the road. I've seen a little girl hit by a car while her family was right next to her. They certainly should not have been there, but that crossing is so common that the cars need to be slowed down to make a safer interface. Thank you for the opportunity to share my thoughts.
161	somehow separating oncoming lanes in problem areas (curves especially).
162	Improve turning lane at round Hill Pines Zephyr Cove and Zephyr point
163	Turn lanes
164	Center divide
165	Crosswalks and round about a at warrior way
166	Pedestrians/bike path. Safer crosswalks.
167	A bike path would make it much more accessible and help the parking problem. Transit would also be nice.
168	A center divider!! Larger lanes. Dedicated turn lanes. Addition of traffic lights. Addition of toll booths to access the Tahoe basin.

169	We need maximum enforcement. I get passed by aggressive drivers going 25 or more MPH over the speed limit numerous times in my 3.1 mile drive home from the office everyday. Rarely do I see any of these drivers being pulled over. I would have to believe having NHP officers permanently assigned to this stretch would more than pay for itself with revenue from citations. There needs to be visible enforcement. This enforcement needs to be continuous due to the high number of tourists using the corridor which won't be here for a short term enforcement campaign.
170	Traffic lights at zephyr cove elementary, roundabouts at popular recreation areas, add turn lanes into neighborhoods, safer designated parking for popular recreation areas, a scenic bike path, reduce speed, in certain areas, reduce to one lane to slow down traffic,
171	Narrow to single lane each way. Add turn lanes and center turn lanes. Add bike trails lower speed limit
172	Median barriers
173	Where possible improve access to/from driveways right on Rt 50.
174	Add a flashing warning light at the Lakeridge crosswalk. Enforce the speed limit, especially at the curve below Lakeridge about 0.4 miles west of Cave Rock tunnels. Ticket and tow cars illegally parked on the sides of Hwy 50 near Zephyr Cove and Round Hill Pines, including those parked on or over the outside white solid line.
175	NO PARKING ON HIGHWAY, PERIOD!!!
176	more signals and lower speed limits we have to slow people down, there are more cars and more accidents than ever i have been here 45 years and it is bad, i am , afraid to go out on the highway and worry very much about my children and grand children that travel this road.
177	Signals at key junctions. Especially high school. Turning lanes to key neighborhoods.
178	There should be more lanes for cars not less. Parking lots should be expanded and there should be no parking on side of road.
179	Eliminate the street parking
180	We need a pedestrian activated signal to stop traffic at warrior way, Lakeview and Lakeshore at Marla Bay. And at the entrance to round Hill Pines. I believe that the bike lanes could easily be expanded 12 inches by reducing the width of the lanes that are very large. We don't need to take away four-lane highway but need to modify areas to make pedestrians walking in cycling safer. We cannot have cars parked in the cycling Lane
181	STOP TRYING TO MAKE IT ONE LANE!!
182	A stop light at the intersection of Warrior Way and Highway 50.
183	Off road parking is the biggest problem.
184	Expand to more travel lanes to avoid congestion and potentially more idling that causes runoff and damage to the lake
185	parking enforcement And higher fines. Create no parking zones At dangerous areas like the round Hill Meadow, and top of round Hill Pines.
186	Needs more speed control measures near Zephyr Heights and Marla Bay entrances. Trying to make left turns into Zephyr Heights are Marla Bay is dangerous because the traffic flow is going too fast
187	At stateline route traffic behind Harrah's and create a closed walkable street from Harrah's to Hard Rock Casino with traffic routed behind the cassinos.
188	Traffic light at GWHS/ZCES EXIT TO highway 50
189	Beach visitors parking on the roadway is an issue in Zephyr Cove and now at Round Hill Pines
190	Put a light at lakeshore blvd zephyr cove. Cars rip down hill pedestrians can't cross cars can't make left or right hand turns. Speeds are safety hazard
191	
192	I live in elk point country country it seems there is a Gov conflict as to whom is responsible plowing elks point rd



193	Something needs to be done about the left hand turn into Round Hill Pines Beach. I have heard there is a discussion going on, but we need something soon.
194	Intersection improvements. A lot of neighborhoods entrance/exits are very dangerous and have not dedicated left in/left out. I think if you improve the bike and ped facilities and transit, it will alleviate, or at least help out, with the roadside parking and unsafe access to recreation facilities, primarily the beaches at Zephyr Cove, Round Hill Pines, and Nevada Beach
195	Lower the speed limit
196	reduce speed limit Cave Rock to stateline. add traffic light warrior way. if there is recreational parking, there should be garbage, toilet facilities provided. it would help if there was a left turn lane to enter Galilee. also the 28 entrance to 50 seems dangerous and accident prone.
197	Must have turn lanes or round about at multiple spots
198	Left turn lanes are needed. Also frequent highway patrol officers stationed at Cedarbrook/Logan Shoals
199	Traffic controls for Nevada Beach during high volume summer weekends. Ticketing/Towing of illegal parking.
200	Better traffic enforcement, safer ingress and egress from highway. Add a northbound bike path or lane between the casinos and Kingsbury grade (there isn't a shoulder there with the right turn lane, I ride part of the way on the dirt but then need to merge on pavement).
201	The list above tackles the critical problems.
202	There needs to be a transit system to drop people off, get people out of their cars. There should also be trash receptacles.
203	Cyclists and pedestrian desperately need a way to safely travel this corridor, and I don't think doing so on US50 is the answer.
204	Change the access point for Round Hill. That curve is too dangerous.
205	Bike path!
206	Public transit with frequent stops and consistent times are critical to improve this stretch. I would ALWAYS take public transit if it was a viable option. Parking shouldn't be allowed on the side of highways. Take a bus or walk/bike or don't come at all. Charge for ALL parking.
207	<ul style="list-style-type: none"> <li>•Protecting residential streets and developments from intrusion of tourists who park anywhere possible.</li> <li>•Enhanced enforcement of signage and designated parking areas.</li> <li>•Improve parking OFF the road to enhance safety.</li> <li>•Designated shuttle drop off and pick up locations to eliminate roadside parking and pedestrian traffic.</li> <li>•Required traffic control officers in heavily traveled areas such as Zephyr Cove and Round Hill.</li> <li>•Make all parking mandatory paid parking along with entrance fees for pedestrians entering recreation sites</li> </ul>
208	Protect residential streets from parking and traffic by supplying alternatives (park and ride/shuttles). Better control of vehicular and pedestrian traffic around Zephyr Cove Resort.
209	More signage for bikes and hikers; enforcement of rules of the road
210	Add traffic circles at side streets serving residential clusters (Glenbrook, Lakeside, Skyland, etc) these are traffic calming, K rail at centerline especially down Spooner and Cave Rock, pedestrian over or under pass at Zephyr Cove Resort, no parking at all along the highway, install off highway parking, ridged enforcement of no parking zones, increase NHP presence on Hwy 50 and 28.
211	I think NDOT should negotiate with the Forest Service to obtain land to make more off street parking available. If you can do it for Incline, you should be able to do it for the East Shore.



## Round 1 Public Survey: Other Fields Input

### QUESTION 4: What forms of transportation have you used in this corridor in the past year? Check all that apply. [Other]

- |   |  |
|---|--|
| 1 | bike                                       |
| 2 | Camper van                                 |
| 3 | Heavy work truck 3+ axles                  |
| 4 | I use the walking trails many times a week |
| 5 | kayak                                      |
| 6 | kayak, SUP and boat                        |
| 7 | Motorcycle                                 |
| 8 | Motorcycle                                 |
| 9 | truck & trailer                            |
|   |  |

### QUESTION 7: What do you think are the biggest challenges facing this corridor? [Other]

- |    |   |
|----|---|
| 1  | 45 mph limit  |
|    | All of the above.....high speeds and turning off to your residential street for fear of being read ended or hit |
| 2  | head on..... turning lanes would be very helpful toward safety  |
| 3  | Beach parking on the roadway  |
| 4  | Cars parked outside white lines   |
| 5  | Cross traffic turning   |
| 6  | dangerous left turns on and off the highway   |
| 7  | Difficulties getting on and off HWy 50  |
| 8  | Difficulty turning in and out of my neighborhood!   |
| 9  | Difficulty turning in and out of streets  |
| 10 | EXTREME NOISE POLLUTION   |
| 11 | Four lanes plus ice insane  |
| 12 | Freight   |
| 13 | In need or proper left turn lane options  |
| 14 | insufficient monitoring by hwy. patrol  |
| 15 | Is it for Cove Corredor   |
| 16 | Lack of law enforcement   |
| 17 | Lack of traffic lights at dangerous or busy intersections   |
| 18 | Lack of traffic signals at many dangerous access points.  |
|    | Meddlesome DoT initiatives looking for problems where they don't exist And are doomed to make things            |
| 19 | worse if any nonsensical "blank canvas" foolishness is pursued.   |
| 20 | more crowded every year   |
| 21 | More lights to slow drivers down  |
| 22 | Need middle lane  |
| 23 | Needs left turn lanes!  |
| 24 | no center divider   |
| 25 | no turn lanes at multiple neighborhoods and businesses  |
| 26 | No turn pockets   |
| 27 | Noise /SPEEDING   |
| 28 | Not enough lanes  |
| 29 | On & off 50 to access residential areas i.e Martin St.  |

30	Road Bike People will NOT use a bike path; they feel like they are too good for that?! Make a wider Bike Lane on highway 50, NOT a bike path-trust me, it will not be used by road bikers!!
31	signal light at US50 & 28
32	Too many people
33	Too many people parked over white lines
34	Tourists that do not follow the laws
35	Traffic light @ GWHS
36	Traffic Volume
37	Trash violaters need to be ticketed
38	unsafe intersections
39	Unsafe parking allowed
40	visibility
41	warrior way and round hill pines interface
42	Zephyr Cove beach parking on 50 is a nightmare. Round hill pines access is deadly. Turn offs into residential areas is frightening with high traffic. It has to be one of the most dangerous roads in the country
	<b>QUESTION 11: When thinking about recreation areas within the corridor, which do you use the most? [Other]</b>
1	cave rock boat ramp
2	Cycling lanes
3	Dagget summit trails
4	Disbursed public lands lake access
5	I avoid the rest of this list because of traffic
6	I avoid these beaches because of lack of parking and access
7	I don't use any
8	I live here, but I really don't use any of those recreation sites because they are dangerous to get in and out of and are overcrowded
9	I work full time and live here-I don't get to recreate!!!?!!
10	Marla Bay
11	Marla Bay
12	NA
13	Need light at RH Pines, CavE Rock subdivisions
14	None, too many tourists.
15	other mountain bike trails
16	PineWild Beach
17	Presbyterian conference grounds
18	Private Marla Bay Beach
19	resident access
20	SUP Rentals are?
21	We don't go out in the summer it's too dangerous exiting PineWild and then re entering!
22	We live here fulltime
23	Whittell High, ZC Park, Disc Golf
24	Zephyr Cove Park on Warrior Way
	<b>QUESTION 12: When accessing beaches within the corridor, do you: [Other]</b>
1	Annual park pass
2	Annual Passes to NV SP and USFS Beaches

3	Buy a beach pass
4	Buy annual parking pass
5	Change my plans and leave the basin
6	Friends homes or go after hours when you don't have to pay
7	Go by boat
8	I avoid these beaches because of lack of parking and access
9	I don't go anymore
10	I live in Marla Bay
11	I live lakefront
12	Inuse the PineWild beach and paddle or boat to other beaches
13	park at Cave Rock
14	Park at Kahle meadow parking lot
15	park at my husband's work and walk
16	park on local streets NOT the highway
17	pay yearly parking pass
18	Residence at Elk Point
19	Season mooring parking
20	Use annual state park pass
21	Use private beach



## Round 1 Public Survey: Other Issues and Concerns

No.	Comment
1	nope
2	Don't add traffic lights at more intersections. There are already too many. Traffic circles are better and help control speed.. Outlaw parking directly on 50... it's very dangerous!. Add center dividers on more stretches. Outlaw left turns from side streets with limited visibility. Add left turn lanes where possible. Martin Drive is a death trap! Left turns into Zephyr Heights are both really dangerous. If there was a traffic circle within reasonable distance I would never turn left.
3	Dangerous turn into and out of . Tahoe Glen Drive and all of Cave Rock left into Hwy 50
4	Please make it safer to exit/enter US50 from the Zephyr Heights community.
5	The excessive speed of traffic from Spooner Summit to Zepher Cove - usually 10 MPH over speed limit.. Please consider a concrete median from Spooner to Cave Rock.. Parking along Highway at Zepher Cove beach area very dangerous to pedestrians on both sides of the highway
6	It would be good to increase connectivity with Spooner Summit and the new Stateline Bypass road.
7	Extending Tahoe Trail to Zephyr Cove seems like it should be a major priority with more parking available near state line.
8	I have to drive this regularly, and every time you DoT folks get energetic about "improving" roads that work fine or "fixing" problems that don't exist, my commute gets less pleasant.. You don't need to use your imaginations and reimagine paradigms or whatever. Just do maintenance and leave otherwise functional and pleasant drives alone.. Leave it alone.
9	Ingress egress at the aces road to Lincoln Park subdivisions.
10	Make better/expand parking for Cave Rock, please.
11	Roundabouts or loss of lanes will result in more accidents, congestion and hinder emergency vehicles. Use adjacent land not highway for parking
12	PLEASE PUT STOP LIGHTS Along EVERY Intersection ON HIGHWAY 50!!!
13	Light at 50 and warrior way
14	Please slow down traffic on Kingsbury Grade too!! Or stop allowing CA plates on the NV side of the lake and all will be well!!!
15	Warrior way needs a light
16	Limit speeds of trailers. A friend of mine was clipped by a boat trailer and was almost knocked off his bike
17	Speeding is rampant. Turning into and out of side streets is extremely hazardous.
18	Parking to access the lake and it's surrounding disbursed public lands need to be maintained. Public agencies and non-profits have spent lots of funding and time acquiring land around the lake and access needs to be maintained and improved. Transit does not provide families reasonable access to the lake to carry kids and gear to enjoy lake. Please, please, don't take away road side parking without constructing disbursed parking areas. Yes safety is an issue, but can be addressed with Complete Street type improvements to allow folks to cross the road safely and to unload. Popular beaches is one way to enjoy the lake. Disbursed native areas also provide lake access to be enjoyed.
19	No

	<p>The safe entrance/exit of residents and visitors to Marla Bay, Zephyr Heights, and Presbyterian Conference Grounds is of high concern. SO MANY accidents (and a few deaths) have occurred there over the years due to the speed of traffic, inattentive drivers who rear-end those waiting to turn, overly-aggressive drivers who believe they own the road and those of us who LIVE there just trying to turn onto the highway (or come home) to go to the grocery store are in their way!! We need a safer entrance/exit solution from/to the highway. I have personally had drivers approach me at high speed (who came around the Presbyterian Conf. Ground point) as I was turning southbound onto the highway. Sometimes, the traffic is so bad that if I need to turn northbound across traffic (from Marla Bay) I turn southbound, drive to the Safeway parking lot and pull a U!! Also, if coming home from Stateline, I will pull into the Safeway parking lot, wait for the Elk point Light to turn red and stop southbound traffic before proceeding north to the Marla Bay entrance. This is ridiculous that I have to do that to stay safe!!! . I'm tired of commercial and residential areas north of us (who, by the way already have their own safer ingress/egress options) disregard the safety and wellbeing of their neighbors to the south for their OWN selfish convenience!! I say immediately change the speed limit to 35 MPH from Zephyr COVE to Stateline and make it a "double fine zone" like is done in construction zones. How many more have to die so that the limo's and</p>
20	<p>tourbusses take 5 minutes less to get to their destination??</p>
21	<p>Like a lot of other people I'm guilty of parking curbside to avoid fees, but this should be banned because it creates unsafe driving conditions and congestion. . . I think a separated bike lane should run all the way up to spooner, like the one from Incline to Sand Harbor — it would get a ton of use, reduce traffic, and should be the #1 priority</p>
22	<p>On highway parking is a huge concern. Also dangerous if there is a biker on the roadway as there is no shoulder and you need to pull over to the other lane but because the highway is windy you don't always see the biker until the last minute. Cars drifting over the center line is also a high concern of mine.</p>
23	<p>continue with the bike path on the east side- most everybody would support it and it improves safety and reduces parking concerns. Also consider a greater police presence due to common car break-ins.</p>
24	<p>I think it is fine the way it is.</p>
25	<p>Zephyr cove is the scariest area with cars parked on the highway; especially when bicyclists are also trying to navigate around the parked cars along with cars driving on the road.</p>
26	<p>Over tourism, to many people on roads that were not designed for it. There should be NO on highway parking. There should be no left hand turning without a designated turn lane.</p>
27	<p>This questionnaire lists "Safety improvements" and "Bicycle/pedestrian facilities" as though they're mutually exclusive items, when they're actually closely related items.</p>
28	<p>We rarely frequent the local areas on the weekends because of the crowds.</p>
29	<p>How many people have died on this road ? Speeding, drunk driving, lack of sanding on dangerous curves, poor snow removal, lack of police enforcement. Solutions are years overdue!!!! a 50 year resident</p>
30	<p>Please keep this a 4-lane road. Taking away travel lanes will NOT reduce traffic, just increase congestion and make people drive crazier than they already do. Please, no more roundabouts.</p>
31	<p>more parking at Kahle park</p>
32	<p>THANX FOR THE SURVEY AND KEEP UP YOU GOOD WORK. THANX YOU B&amp;B</p>
33	<p>Left hand turns onto and off 50 feel extremely dangerous</p>
34	<p>Again, as stated above, entering/exiting Marla Bay and walking across the street. The new pedestrian warning light flashers are not very effective. Most drivers do not stop, and the lights are difficult to see during certain times of the day. When turning onto Lakeshore going east, it is scary. Drivers are coming from Zephyr Cove at a fast clip because of the downhill, those on the way to Zephyr Cove have started to increase their speed rapidly because of the hill. If they are not paying attention, those of us waiting for the traffic coming from zephyr are sitting ducks to be rear ended. You should try turning onto Lakeshore a few times over a few days, you will see what I am talking about. Make sure you keep one eye on you rreview mirror so you will be able to floor it in time!</p>

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36	Drunks from beach. Alcohol should be banned from beach. Too many road issues with impaired drivers. It is banned at Tahoe City beaches. Much fewer issues there related to impaired driving.
37	Pedestrians on US 50 during the 4th of July week in the area of Zephyr Cove.
38	Get the tourists off the side of the road
39	It can take ONE HOUR to travel from Incline Village to Spooner Summit in the summer due to congestion (Sand Harbor), roadside parking, shared use on the road (pedestrians and bikers), etc. DO NOT turn Highway 50 into the same problem....solutions much increase, not decrease, traffic flow through and around the lake area.
40	The turns at Zephyr Cove and Presbyterian Turn
41	no
42	Racing, speeding, congestion due to parking challenges. Incoming traffic challenges and risks. Please take a look at issues with Hwy17 from San Jose to Santa Cruz, CA!!
43	As noted above, the intersection of Lake Shore Blvd and Hiway 50 is horrendous. No resident feels safe entering or leaving the highway at that intersection--many of us drive to Zephyr and make a U-turn or use the pullouts until traffic eases. We have also learned to never drive in the middle lane because the risk of an on-coming driver crossing the dividing line, or stopping in traffic to make an illegal turn, is higher than average. There is no way to safely bike along this section--although people risk it daily which makes driving even tougher. In the winter, we have an inordinate amount of tourists who don't know how to drive and don't observe the speed limit--we need a lower limit throughout the area and better enforcement.
44	Marla Bay & PineWild Condos entrance - it's very difficult to make either a right or left turn from Hwy 50 due to high speed drivers, no turn lanes, and poor signage.
45	Left turns, entry from side street
46	During the 6 to 8 months when recreational sites are not heavily frequented, it is still unsafe to make turns in and out of some residential areas. This should be the first priority.
47	Lack of left turn lane into PineWild going north on 50 is treacherous
48	Traffic light and turning into Marla bay and PineWild condos.....terrifying to make that left hand turn heading north on 50 in the summer...also a light onto route 50 from zephyr cove elementary school and the county tennis courts
49	Highway 50 between Safeway and Zephyr Cove Lodge is one giant death trap. Please for Gods sakes fix it!!!!
50	There is no turn lane into Pinewild/Marla Bay Area. There also should be a merge lane onto Highway 50
51	marla bay needs left turn lane and traffic light. zephyr cove along highway needs to b a tow away zone with traffic control office on weekends
52	We live in Zephyr Cove and getting in and out of the community is very dangerous
53	Parking and access varies with time of day and date, difficult to provide for maximum usage every day People need to take responsibility for planning when they want to use the facilities
54	Eliminate parking along the highway by creating parking areas where people can access the recreation via foot or being shuttled in. Today, with the allowed parking, the conditions are a disaster waiting to happen. Someone is going to get killed and the blame will be on NDOT for allowing the parking to exist.
55	Safety is primary!
56	We're fortunate via inheritance to be property owners in the area. We understand NDOT's interest in beach access but ours is highway safety. It is so dangerous turning in and out of major areas, e.g., round hill, Marla bay, Presbyterian campgrounds etc We compliment you for doing this survey
57	I am an owner at Marla Bay. Lakeside dr is the road that turns into Pinewild & Marla Bay. It is dangerous to exit with no merge lane & entering with no turn lane.

58	The road is very dangerous. I would use a bike path into town if they were there.
59	No viable biking path across 50 even with e-bikes. No transit routes to popular hiking and no parking at trailheads beyond 5-10 cars (Skunk Harbor). Underutilized state parking lots - establish demand based pricing.
60	Very good survey questions. Thank You.
61	round hill entrance, warrior way entrance (safety improvement)
62	we need to balance the amount of parking along this corridor. To many parking spots will result in over use.
63	Roundabouts are a good way to manage traffic without waiting for lights and they slow down traffic speeds. 50 in this corridor is very difficult to make any left turns and the traffic lights are miles apart.
64	Yes, most fatal accidents in the corridor involve impaired drivers crossing the center line. Increasingly, the concessionaires of the USFS beaches advertise alcoholic drinks as the reason for coming to their facilities. Round Hill Pines advertises to come to their bar for a "painkiller." ZC Sunset Bar has had 50-100 person drunken brawls break out this Memorial Day and last 4th of July. Then there are the casinos. No safety improvements or enforcement of rules will overcome this larger problem which is systemic and needs to be addressed. There are illegal fires and empty alcohol bottles strewn all over the beaches in this area routinely. USFS says they do not have the enforcement. Douglas County sheriff says Its not their jurisdiction on USFS land. Locals are putting out live fires 2-3 per week. NDOT is part of a larger system of agencies and land managers who need to take a hard look at what is actually underlying the lack of safety in this corridor. Throwing money at improvements in the road is not going to fix the underlying issues, although I appreciate and support your efforts in this regard.
65	Heading north on the Corridor, it is dangerous to turn left towards the Lake.
66	1) Zephyr Cove parking and pedestrians. 2) Round Hill access. 3) Spooner Summit interchange
67	The main gate area at Round Hill Pines. That needs to be completely redesigned. It always causes accidents...
68	Entering and exiting Round Hill Pines, use of cross walks
69	Slip lanes for left turns out of streets/recreation areas that don't have traffic control. Re-work the intersection with SR-28, the left turn from 28 to 50 leads to accidents and a lot of near misses. During the winter the sled hill parking area needs something. Once the lot fills up, families walk across US 50 to get to the hill. I've also seen families walking down the shoulder of 50 to get to sled hill, and up the ramp from SR-28 south to 50 Westbound.
70	The Zephyr Cove, Roundhill Pines area are way out of control with crowding and the sheriff's office can't effectively police parking violations.
71	Zephyr cove needs more parking or affordable shared transportation, Presbyterian conference grounds and round hill pines need left hand turn lanes and possible no left turn when leaving.
72	There needs to be better access to cross over 50 to get into residential areas.
73	Zephyr cove and round Hill pines are most packed with street parking
74	I am sure you will get many inputs asking for the speed limits to be reduced. I am totally against that as it will only make travel times longer and also encourage folks to become law breakers by traveling too fast for conditions. The main issue is education of the populace so they understand to slow-down when necessary and not to speed or drive after drinking alcoholic beverages.
75	Left turns into Marla Bay are dangerous, crossing the highway at Marla Bay is dangerous.
76	Turning into Zephyr Cove Home owners association is very dangerous with no turn lane and cars traveling to fast .
77	Refer back to question 9
78	As a local in Carson City, I typically go to Tahoe during off peak hours to avoid the crowds and traffic.
79	Parking and pedestrian traffic along the corridor have become increasingly more dangerous. People parking their cars within traffic lanes present a severe hazard. Generally, these same people have at least two wheels parked on loose soil which adds to the lake clarity issue. Those of us that completed BMPs at our own expense are left to wonder why we did when we see such egregious examples of poor outdoor stewardship from our visitors. We need to protect our precious jewel, Lake Tahoe for years to come. By limiting access to the Basin to a first come first serve basis, with limited parking, we solve the problem. Increase motor vehicle safety and reduce the environmental impact of humans on the area.



80	I think that a roundabout or flyover at the 28/50 interchange is vital for fast fire evacuation from the East shore and Incline Village.. This intersection is no different from what it looked like 50 years ago. I see back-ups there in the summer from people going left from 28 onto 50 eastbound.
81	make sure the pedestrian cross walks are well marked.
82	I've been a Zephyr Heights resident for 50 years. Egress from Zephyr Heights is very dangerous. Lakeview can't be used if there is any snow or ice and N. Martin/Lakeview has very limited visibility to the left. This, coupled with excessive speed have resulted in some very close calls over the years and it's getting worse.
83	Exiting Warrior Way is risky....and many of the drivers are high school kids!!!! . Round Hill Pines needs a safe entry and exit accessibly from both directions. Zephyr Cove Highway parking should be eliminated. Separation of traffic directions would be better in icy conditions
84	keep 4 lanes, eliminate street side parking, reduce speed.
85	Heard for years of need for a stop light at Warrior Way.. Last winter, heard 2 projects were evaluated and scheduled for 2021 (1) Stop light at Warrior Way (2) New entrance to Round Hill Pines beach.. . With all the evaluations, planning, and decisions, why start again with a clean slate ? Take action based on previous planning, no need to start over.
86	speeding motorcycles that dart between cars!!
87	Physical barrier in the center. Left turn pockets at major/busy side streets. Dedicated access lane for bicyclists would increase safety for both motorists and bicyclists. Speed limit/radar signs at more locations. Similar to existing sign westbound from Elks Point. Add traffic signal at US50 and SR28. Traffic gets backed-up Eastbound SR28.
88	Please consider a buffered center lane - more space between oncoming cars would make the roadway safer
89	Area from Zephyr cove to the Presbyterian camp is most important
90	Lack of Parking at resorts
91	The intersection at Lake Shore Dr. and Hwy. 50 in Zephyr Cove is very dangerous
92	I've been a full-time Tahoe resident for nearly 20 years, always residing in NV. When I lived in the Stateline/Roundill area, the highway safety issues weren't a priority--my commute was. However, I have now lived in the Cave Rock area for 14 years, driving up and down the highway on average 6 times a day. This is a lethal highway and I am filled with fear and dread every time I put my kids in the car. I've had more close calls than I can count, I hear sirens daily and I know multiple friends and neighbors who've been in accidents. I drive 50-55mph and am subjected to road rage almost daily with the average speed of 65-70mph. I cannot pull into or out of my neighborhood safely, despite taking all precautions. Residents from north of Skyland to Lincoln Park have to use the Hidden Woods turnout or the Cave Rock turning lane just to get home. I honestly and strongly feel that taking the road down to 3 lanes and providing a safe turning lane for all residential areas is the only solution that will save lives, and my kids lives are worth the 2 extra minutes to the commute. People argue this is a highway and needs to be 4 lanes, but most highways don't have the same amount of traffic, distractions, recreation that encourages impaired driving and unsafe access to a high number of residential areas. Compare it to I-580 and we would need overpasses, merging lanes, etc... or just make it 3 lanes and solve most problems like the rest of the lake already has.
93	Just the issues in question 9 and the parking along the road for ZC Beach. Always afraid we are going to hit someone getting out of their car. Almost rear ended someone who darted in to a parking spot there real fast with no blinker just 2 days ago.
94	Limit visitor traffic into the basin. Tahoe is undeclared national park and many limit visitors. . . California and Nevada need a mutual basin transportation fee system to help support not only the roads, but pollution from roads (rubber, vehicle oils) that end up in the watershed when it rains, and general auto pollution that is killing trees along side the highway that increases the fuel loads and fire Hazard. . It's time to bring bring the basin into the 21st century being sensitive to residents and make visitors pay to travel in the basin.. . Funding... implement a toll. \$10-25 day use and \$25-50 weekly use for out of state (unless living in the basin or have a Nevada license showing address within 75 miles)... \$100-150 yearly commuter and \$50-75 yearly Resident pass
95	Please focus on improving safety coming in and out Zephyr Heights and ZCES and Whittell. I am considering moving away before my teenagers are driving age because of the dangerous roads. I don't want them to drive unless improvements are made. Thank you.

96	I don't have a problem with parking as I plan to go places before the hoards roll in.. this is a big adjustment for me in the summer, but if I can't enjoy Tahoe there is no point in living here... the wages certainly are no incentive. . . Parking on 50 all around the lake is a big safety issue, I dread going anywhere but work to home on the weekends... I understand people want free access to beaches but using and trashing facilities has to stop.. Tahoe's over tourism ruins this beautiful place for everyone..
97	Would love to be able to access more of this route on foot or bicycle. I recognize this is not an easy or inexpensive endeavor. Parking along the route is sometimes downright death-defying. Any improvements will be noticed and appreciated. I would (and maybe others would as well) be willing to park at a "remote location" and take a shuttle bus to beaches, etc. on crowded weekends. What if this service was made available for just the 6-10 busiest weekends in the summer? How much of the traffic is made up of people driving around and around looking for parking?
98	We need more stop lights at cross streets.
99	Zephyr heights we need a light coming on to 50.
100	A traffic light is needed at the intersection of 50 and zephyr heights
101	None
102	Freight and ITS
103	Very dangerous roadway parking in front of Zephyr Cove Marina - needs to be a no parking area for the whole stretch
104	In winter we're unable to use lakeview st by pine cone resort due to ice and sign that says don't use because cars slide onto hwy 50. Only option is to use N Martin dr and it's extremely dangerous! See above details. Please reference all the accidents and fatalities that happen every year at these 2 intersections!
105	See concerns above.
106	Concrete barriers between northbound and southbound.
107	Don't make Hwy50 a two lane highway. The traffic would be backed up in the event of an accident or FIRE danger, leaving the homes and businesses vulnerable. I've lived here 33 years, and the only thing I would like to see, is a flashing red light, requiring a stop, at the turnoff to Zephyr Heights onto N Martin Drive., from Hwy50.
108	Perhaps a two way bike path on the lake side, separated from a two lane highway with some sort of median on the mountain side and then a large round about at Spooner Summit as the 'T' is currently very dangerous. Thank you.
109	Parking along zephyr cove beach is an accident waiting to happen!!!!
110	We need all 4 lanes. We need all four lanes if there is a fire here How will we all get out with only 2 lanes. And we do not want roundabouts.
111	We do need seed limits lower in more populated areas. We need all 4 lanes and we don't want roundabouts.
112	Recommend implementing a project similar to to the ones completed in North lake area, Incline to Sand Harbor. Most residents and tourists would like a bike or pedestrian way to circumnavigate the lake without a motorized vehicle, which would remove cars from the roads, improving air and water quality, and summer road rage.
113	Noise Abatement among the Glenbrook/Cave Rock four lane highway is urgent. The valley shakes with traffic noise. It's environmental pollution and dangerous for residents and wildlife. I've seen bear cubs stuck in middle of highway...deer etc. The Glenbrook area was not designed for high speed 4 lane highway. There are many ways this can be addressed. It's big environmental issue now.
114	Three or four additional parking spaces for non-motorized watercraft user could be created at Sand Harbor simply by moving the Handicapped spaces from the non-motorized area over to the two trailer spaces closest to the beach and re-striping. This would increase the number of spaces for non-motorized users by over 30% while only reducing trailer spaces by less than 3% (2 of approx 70). These spaces have been blocked for the last couple of years for park constuction storage anyway. It would also put the Handicapped spaces closer to the beaches and provide a safer road crossing to get there. The non-motorized spaces are full by 8am on all good weather days - but even the trailer advocates admit that those spaces only fill up on major weekends.
115	Overcrowding of beaches due to Highway parking. It's unsafe and people breach private beaches.
116	Slower traffic, barriers between traffic, light at zephyr heights

117	Lane reduction and roundabouts are bad ideas for this corridor. Need dedicated bike lanes off the road. Need Zephyr Cove Resort to fix their parking problem on site, not rely on shoulders for parking (maybe find a different place to store the busses and increase number of parking spots). Winter accidents are frequent, mostly due to icy conditions near curves and people driving too fast with the wrong vehicle/tires.
118	parking on US 50 between Skyland and Zephyr Cove Resort is becoming a hazard as tourists park on either side of US 50 wherever they can find space to avoid parking at the Lodge and then cross the highway to get to the beach/shoreline. Holidays like July 4th are particularly bad and hazardous to locals/property owners. Need to find a way to deal with this issue even if it means ticketing cars. This is also a fire hazard as people walk through the forest and down to the Lake and start campfires on US Forest Service property.
119	Light at Warrior Way
120	Parking at Nevada Beach and Round Hill Beach is usually unavailable. Street parking or Safeway parking is the unavoidable alternative.
121	Speed enforcement need to improve. Too many people exceed the speed limit. It is a constant problem.
122	High vehicle speeds between Roundhill and Zephyr Cove resort.
123	When the rockslide by Cave Rock occurred and traffic was reduced to one lane in each direction, I never once experienced a delay. Too many accidents and fatalities on this road. Four lanes of traffic does not work!
124	Safety
125	prohibit parking on the highway. Consider additional traffic lights
126	No
127	Maintain 4 lane highway for escape routes during forest fires
128	I did not make alternative transportation a priority as there are many ways to do this. some I would prefer. Others I would not use. Also I would much rather have US 50 be 45 mph from Spooner to Cave Rock and then have it slowed down until South Lake. maybe a lower speed limit, or round abbots, signals, or? I don't know if you do near miss studies. What I mean by this is installing cameras to see where there are are near misses, regularly. My sense is that turning left into Round Hill Pines and Lake Shore Blvd have lots of near misses. Its frightening.
129	Do NOT reduce travel lanes to two.
130	I think there needs to be a traffic light at the entrance to Zephyr Heights and Marla Bay. I also think that the speed limit should be lowered to 35 mph along the entire corridor as there are many turns on the road and entrances and exits to neighborhoods that are very dangerous when people are speeding. I also stated above that there should not be any roadside parking allowed along the highway corridor. If there needs to be offsite parking and shuttles to the beaches when their parking facilities are full then I would be in favor of that.
131	Just a thank you for the plan of putting in a signal at Warrior Way. Long overdue.
132	Visitors will park anywhere they have to. If designated parking areas are full for recreation areas, they are simply going to park illegally and take the ticket. Designated parking areas (pay or free) must be located adjacent to protected bike paths to recreation. Finally, the amount of traffic noise and pollution is unacceptable. I hear cars, trucks and motorcycles racing speeding on hwy 50 as early as 0500.. I would gladly accept and longer travel times if it were safer than now.
133	NOISE ABATEMENT AND SPEED CONTROL. The traffic over the last 4 years has become increasingly worse. We suffer 24/7, the extreme sound of speeding vehicles and trucks airbrakes, polluted highway air and continual accidents outside our house and all along this stretch of highway. It is often difficult to get to work at Round hill as accidents block the road so frequently.. When snow barriers build up on the sides of the roads the general traffic sound is reduced, but instead there are sirens for accidents all the time.. It is dangerous to turn out or into our entryway. The noise is so bad we cant sleep with windows open.
134	Parking on the side of the road US 50 at zephyr cove / RH pines and driving thru that area. It's terrible open car doors pedestrians crossing the road. Traveling thru the area by auto at a high rate of speed and coming around a corner / over the hill it's dangerous
135	We dont want roundabouts and we like having all four lanes.
136	Less cyclists!!!

137	Do NOT reduce number of lanes in each direction. That will be a disaster. That's it. It's Highway 50! It needs 2 lanes each direction!!!
138	Stop lights needed at lake village, left hand turn lanes needed up and down 50
139	Marla Bay has 238 residences on the lakeside and an additional 20+ on the opposite side (Zephyr Heights). At this intersection there are two busy restaurants and a motel. Yet we have no turn lanes and a 45 mph speed limit. Very treacherous area for residents to turn. We need turn lanes, reduced speed limit, digital speed indicators, better signage and consistent police presence. Thank you!
140	Mostly the SPEED PROBLEM.
141	Fix the bike path/sidewalk in front of Edgewood, between Kahle Drive and the casinos. It's deteriorated into a gravel path with random utility pits.. . The Stateline to Stateline Bikeway is crucial. I've almost been run over multiple times just trying to get to Zephyr Cove from Stateline, and I refuse to jeopardize my life anymore by riding on the road. In the summer I can ride dirt trails, but in winter I have to drive.. . The bikeway MUST be grade-separated. A white line doesn't deter inattentive drivers. Furthermore, bikeways need snow removal in winter: I don't stop needing groceries or the post office because it's snowing!. . The existing segment from Incline to Sand Harbor is amazing, and we need more like that. Connecting Skyland and Zephyr Cove with Stateline should be the first priority.. . If there is to be transit on the US50 corridor, it NEEDS bicycle capacity. Two bikes per bus (= 2 bikes per hour) is a cruel joke and makes it impossible to depend on getting on the bus, which means it's useless. ("Hey boss, I can't go to work today because the rack is full") Buses need a TRAILER with at least 12 bicycle capacity, preferably 20, and a prepaid reservation system so people can depend on getting where they need to go. The Transportation Plan itself says that "bicycles are the most preferred mode of travel in the Tahoe Basin." I've been telling the TTD this for ten years...but every time I make headway the person responsible leaves, and the people remaining all tell me that "we're not in the business of transporting bicycles" (direct quote), meanwhile lamenting that the farebox recovery ratio is under 5% and they wish they could change that. Service has been cut and cut because they can't get anyone to ride the bus. After ten years of being randomly denied boarding at all hours and days and seasons (and having anti-bicycle bus drivers simply refuse to pick me up, even when there's rack space) I've simply given up trying to ride the bus at all! I'm far from the only one.. . ANY WORKABLE TRANSIT SOLUTION IN THE CORRIDOR MUST TRANSPORT BICYCLES. PERIOD. It's over a mile from the highway to Nevada Beach. People want to ride their bikes. If they can take a bus up Spooner Summit or Kingsbury Grade and ride their bike on the Rim Trail, we'll save uncountable car trips. But the first priority is the bikeway to Zephyr Cove and Cave Rock.. . Parking at Zephyr Cove is a mess all summer. There should be angle parking off the road -- and, again, a grade-separated bikeway.. . Thank you!
142	I feel we need allot more parking in the casino areas. With the event center going in parking is a huge issue ( not very well thought out ).
143	Bike & pedestrian lanes should not be routed thru residential communities. Highway 50 should be reduced to 2 lanes in this corridor, with a center turn lane which would provide ample space for a dedicated bike and pedestrian lane. It would also slow traffic speed which is critical. Dedicated bike & pedestrian lane should be separated from auto lanes via attractive barrier.
144	Southbound Hwy 50 downhill near Round Hill is very dangerous when there is snow and ice. Pedestrians need a safer way to cross Hwy 50 from Warrior Way to access Zephyr Cove Beach. Build better pedestrian/bike crosswalks, over or underpasses across Hwy50 near popular sites. Save lives!
145	When planning for the future, many agencies underplan. Therefore, when the improvements are finally completed in 10-20 years, the changes are still not adequate for the larger population and increased demand. Try to avoid making that mistake, and utilize national. forest lands for expanded parking lots, etc.
146	Traffic signals. Keep two lanes both directions.
147	If you have been surveying the area, it is pretty clear the potential for T bone accidents, car vs people accidents, illegal parking and people walking along the highway. bikers in all these situations are in great peril as well.Reduced speeds help somewhat, but honestly not enough.
148	There is a huge pothole at the entrance of Lincoln Park Circle
149	Please prioritize the environment and natural features in any planning. These are our greatest long term asset and must not be sacrificed to enable increased human traffic.

150	We live in Zephyr Heights - 1) There is no safe way out of the neighborhood due to high speed/high traffic on Hwy 50. We need traffic lights installed at both exit intersections. The exit at Lakeview Dr in front of Pine Cone resort is a sheet of ice in winter - something needs to be done to bring the residents onto the road more safely 2) Several sections along this corridor should have a divided highway. Too often we see drunk drivers, distracted drivers (on their phone, looking for directions, lost), bad drivers, and incidents due to the conditions (snow/ice) ..... the opposing traffic crosses the center line 3) We cannot cross Hwy 50 safely anywhere near the community to access the closest lake entry point (Round Hill Pines bike path starting point ) 4) The start of Round Hill Pines bike path which is access for our community from here to South Lake Tahoe via non-motor means does not have parking.
151	Access for references to Elk Point due to street parking for Nevada Beach.. Relocate access to Round Hill to improve sight lines.
152	Beach parking around the schools on Warrior Way when the schools don't get out for summer break until mid-June. Access to schools when traffic is going highway speeds. Finding parking at recreation sites.
153	Amount of Accidents at the North Martin access point, Lakeside almost impossible in winter forcing residents to use the dangerous . access.
154	The turns off of Highway 50 into Marla Bay and old Zephyr Cove must be made safer. Please enforce the speeding laws and stop people parking along the highway. Our community needs your help.
155	Bicycle lanes would be nice
156	Speed, visibility and left turns off 50 and onto 50. Drivers are not paying attention and driving too fast. Need dedicated left turn lanes turning off 50.
157	Widen the east shore and connect the bike path from sand harbor to round hill.
158	Mainly safely entering and exiting streets onto highway 50.
159	Traffic safety grants to law enforcement for speeding and parking. Turn 50 into a toll road for non residents to pay for all improvements
160	Making the roads safer is #1. Putting stop lights where there are crosswalks is #2. Putting a divider to prevent head on collisions #3. Thank you!
161	I'm most familiar with Nevada Beach and the national forest land adjacent to the beach (I walk there nearly every day).. Issues I see: Huge increase in off-season visitors who are leaving their trash on the beach, in the woods and in the vacated campground. Sadly, off-season visitors are also defecating in the woods. Having no bathroom facilities nearby during the off-season is an enormous problem. Also, there's been a huge increase in off-leash dogs and accumulation of dog poop that their owners don't pick up. These trends will eventually result in irreversible ecological damage and threats to public safety. Sad.
162	It is so dangerous living in Zephyr Heights to get out onto Highway 50. There are only 2 entrances and exits--one at Lakeview (intersection of Marla Bay, Zephyr Heights and Pine Cone Resort) and one at North Martin. In the winter the only way in or out is at North Martin. It is suicidal to turn left from North Martin onto Highway 50 and practically impossible to even turn right and not get rear ended with that blind curve in the road. Traffic signals would solve the problems immediately!. The other major concern is the lack of parking for those people who want to go to the beach. We must have a parking lot for everyone to park and take a shuttle to either Zephyr Cove Beach, Round Hill Pines Beach or Nevada Beach. Can't NDOT purchase some Forest Service Land and build a parking structure or parking lot to for the residents and tourists who want to spend the day at the beach and shuttle them back and forth?
163	Said it all in question 9. Thank you.

	<p>The tourists often park very irresponsibly on the stretch of 50 from Warrior Way to Round Hill Pines and pop out of their cars next to traffic or slow traffic to a stop while they parallel park, or they walk in large groups along a narrow road that is not safe for pedestrians because they parked so far away from where they want to be. I know the demand among visitors is high, but I think a key tool to increasing safety along that corridor would be to eliminate ANY parallel parking along the highway. . Where to park? If we can't make them park in San Francisco (and stay there), then do more creative things like setup a shared-use lot with ZCES and Safeway, buy that ramshackle building at 615 Hwy 50 and convert it to a parking structure with a shuttle pickup, cut into the forest (I know) along Zephyr Cove for more spaces, add spaces at Round Hills and Nevada State Beach, finish the pad in front of Safeway to be a paid lot with a shuttle. Or even the front half of the Safeway lot is used inefficiently and could be re-thought for better parking. Find a large space off-beach (maybe at the Sheriff's two-level lot by Kahle, or Whittell or Spooner) and offer a shuttle to the beaches from there. . We could go the route of national parks and allow a set number of parking passes at key entry points that is equal to the number of real spaces available at their destinations, then allow zero parking along 50. Give big fines, tow cars, put out a publicity campaign to inform about no more parking along 50, shuttle service and limited quantity passes. . There. Solved. . Good luck.</p>
164	It's a big and important problem. Thanks for looking at it.
165	Expand free off street parking at Zephyr Cove, or make a parking lot off Warrior Way after the stoplight is installed w/crosswalks.
166	Desperate need for a traffic signal at warrior way
167	Lack of public transportation to reduce the congestion around the lake
168	Center divide will save lives. The data from the last 10 years proves this
169	Zephyr cove stretch
170	Being able to access recreational via bike or foot.
171	I'd love to be able to safely bike to these locations
172	Adding a toll booth could: reduce traffic, reduce reckless and drunk driving, reduce crime, and generate revenue to be used for environmental protection and additional future improvements.
173	Extend the bike-ped path up the west side of US-50 to Zephyr Cove or Whittell High School or Skyland or Lakeridge or around Cave Rock or Glenbrook or up old US-50 or to Spooner Summit Trailhead. Not as a bike lane on US-50, but as a separate pathway.
174	<p>End of the day, we have to do two things, immediatly greatly increase enforcement of traffic rules and the second is to find a way to reduce the number of cars on the road. I believe the most effect is to work with other government entities in the Tahoe area to charge a fee for all vehicles entering the basin. And make the fee high enough that it reduces the number of vehicles entering the Basin. Something like the fees charges to enter Yosemite. And then we can use that money generated to fund necessary roadway, drainage improvements and potentially affordable housing for the workforce we need. I cannot stress how important it is to take bold action now. More people are going to die and or be seriously injured along this corridor. There is no alternative way for my family to get to the grocery store, medical care, restaurants, ect outside of using this corridor. We limit trips and try not to leave the house on weekends during the summer due our perception of the safety risk of driving in this corridor. When my wife and I had our first kid a few years back, the first thing I bought was a new car for my wife with my primary criteria being it had to have a five star crash test rating as I am terrified of this corridor. I just want to have the ability for my kids to safely go to school and my wife and I to safely drive to work. It's gotten to the point where we are considering moving because I view the danger of having to drive this corridor multiple times everyday as being a significant life/safety risk</p>

175	Speed and safety is a huge Concern, for left turns into RoundHill pines, Left turn from Zephyr cove elementary, and most of the corridor . Slowing down traffic and making turns more easily accessible is the top priority . Offering safer parking will help traffic flow, I often see people run across the highway to ZC beach, or stopping in the highway to find parking this area is a huge concern for safety of locals, tourists, school and the fire station. . A bike path would be desirable and could help reduce car traffic, and a plus for locals to access beaches on foot or bike . Public transportation doesn't exist in Thai area and could largely benefit . 2 lanes should be reduced to one, with turn lane to reduce speed and keep flow consistent. Add roundabouts and traffic lights for safe pedestrians crossing . There needs to be more parking for popular recreation areas, people parked illegally and dangerously along the highway is so dangerous for young kids and animals
176	I do commercial snow removal for about 70% of the neighborhoods in this corridor. The only real solution without wasting tons of money is to narrow the road to 2 lanes. Most people drive like this in the winter anyway. The only new danger would be passing lanes and people wanting to speed there. Beyond Glenbrook north there is no need for 2 lanes and can return to 4.
177	Fatalities from head on collisions. Especially on curves. Add barriers.
178	NDOT should do a better job of snow removal. I've driven Hwy 50 when there were ~6 inch snow ruts on the road and the road had not been plowed.
179	keep the route 2 lanes each way with left turn lanes at the busy places, ie round hill pines, presbeterian street
180	Parking on 50 from Skyland to RHP...so dangerous.
181	The roundhill entrance, dead mans curve at Lakeridge, new driveway for housing at cave rock, logan shoals, i drive this road daily for the last 45 years it is very bad, we need more signals and lower speed limits to save lives, i have lost a lot of friends over the years on this road and now i fear for my children and grandchildren that travel it daily, stop the slaughter and slow people down, Terry Marino 775 901-0965
182	The bike trail to RH pines is great but how do my kids safely get there? It needs to continue.
183	What are you wait for, the community has already told you to not reduce the number of lanes for bikes. That you need to increase parking and not let cars park along the side of the road. If you can increase bike paths without reducing lanes for cars, go for it. But take care of the parking first.
184	hWY 50 and Lakeview hwy 50 and Martin
185	DO NOT, under any circumstances, even consider narrowing the driving lanes -- as you did last time. That is a terrible idea beyond words.
186	Highway 50 it's a super popular cycling route around the lake most of the year and e bikes and electronic green scooters are getting more and more popular. . The stretch from Sand Harbor to Stateline Nevada, (South shore) has many dangerous areas that are impossible to drive safe as the bike lane narrows to zero along guard rails. Also because of Hwy 28, Zephyr Cove Resort and round Hill Pines beach parking next to the highway there is no 100% safe way to ride a bike along the traffic. Parking for the beaches needs to be at the beaches and not on the highway. 6 inches from every lane should be reduced so we can have bike lanes that are at least 2 feet wide. We need signals at warrior way, Lakeshore Boulevard at Marla Bay and some type of warning system into Roundhill Pines
187	PEOPLE WALKING ON HIGHWAY; STOPING THEIR VEHICLES BACKING UP AND PARKING WITH HALF OF THEIR BACKS STICKING OUT ON THE HIGHWAY?? TO GET TO BEACH WHEN THERE ARE CLEAR SIGNS OF "NO PARKING";CYCLIST NOT WANTING TO USE BIKE LANES AND STAY ON HIGHWAY. IF THIS IS NOT ALLOWED IN FREEWAYS WHY IS IT BEING ALLOWED ON THE HIGHWAY, IT IS DANGEROUS, RECKLESS, UNRESPONSIBLE.. NEED THERE BE SAID MORE? AS A RESIDENT THIS IS A HOT TOPIC AS YOU CAN SEE.
188	The area between Nevada Beach and Roundhill Pines Beach as well as Zephyr Cove Beach.
189	My main concern is that too many signals are being put up causing traffic to be slowed. This corridor is the main link between South Lake Tahoe and Carson City/Reno where most locals have to go for our doctors appointments and shopping. Having to stop all the time will increase pollution from vehicles and cause people to drive faster to make up lost time.
190	Roads become too congested already. Confining them to one lane in each direction would only show things way down and cause more runoff in to the lake.
191	Consider the additional trash left by people parking illegally

192	Put in a traffic signal near Lakeview Drive/Marla Bay and the pedestrian crosswalk. There are 199 homes in Zephyr Heights and 109 in Marla Bay. Making a left turn into these areas is dangerous. Motorists are driving too fast and not paying attention resulting in numerous traffic accidents.
193	Round hill entrance needs a turn lane. Biggest issue, is also hardest issue to control, people driving like crazy. Going, way, too fast. Road parking along zephyr is ridiculous, either there needs to be official road parking that's paid or an overflow parking area. A bike path off the road would be sweet if it's feasible
194	what will be the impact to property taxes for homes in the area?
195	DISCARD THE IDEA OF ONE LINE UP AND ONE DOWN, WE LOCALS COMPLETELY OPPOSE TO THE CRAZY IDEA!!!
196	It's apparent you are focusing on recreational aspect when residents focusing on day to day safety ... taking down the blinking pedestrian sign years ago from lakeshore blvd zephyr cove was a big mistake. Need a light
197	Fix parking on elks point rd for people going to Nevada beach. Figure out safe way for people to turn into round hill pines
198	It's terrifying driving from zephyr cove to Round Hill. People drive way too fast, there are pedestrians darting out into traffic, people parked over the white lines. I feel trapped in my house because it's not worth the risk to drive myself and my two children to the store. The parking at zephyr cove and on Warrior Way is out of control. I'm a teacher at the local school and we are in session until late June but you've got beach goers parking up there when people are trying to pick up their kids. It's a nightmare trying to get out. And it's just too overused with all the cars, bikes, pedestrians. Which lane is the safest to drive in? I'm scared to drive in the fast lane because I'm worried about a head on crash, and I'm scared to drive in the right hand lane because of all the cars parked on the side, bikes, and people walking in between cars. So which lane is safest? There are simply too many cars on the road in the summer and no place for them to park. Speeds are too fast and I've seen very little officer enforcement unless it's a holiday weekend. I'm also tired of people making the entrance to Skyland a turn around spot. It's hard enough to get out of there without beach goers swinging a U and clogging the entrance. I make a once a week trip to carson to get groceries and beyond that, I try not to leave my neighborhood. I hate feeling trapped, but it's just too dangerous.
199	Not at this time
200	thank you for any improvements to traffic safety in this corridor. If there is an accident in this corridor it seems traffic comes to a total stand still which can be a safety issue. also in the winter this corridor does not seem to get good snow removal. thank you for the traffic cams.
201	WANT turn lanes, roundabouts or some other SAFE way to turn across at RHP, ZH, PCC, and other neighbor hoods. I think it is criminal the way North bound traffic turns into Round Hill Pines. Having a stopped vehicle at a blind spot at the top of a hill where cars are traveling 50+ mph to come to a complete stop. At least put a NO LEFT TURN ZONE there.. Put any bike trail AWAY from the road.
202	the need to make route 50 more driveable/faster for people going back and forth between the lake and the valley so that all the traffic doesn't go roaring up and down route 207
203	We have been rear ended trying to turn left onto our street. Every time I try to leave my street it is very dangerous due to high speeds of cars traveling on highway 50
204	Out of control speeding on highway 50 from intersection at Kingsbury Grade to intersection of 50 in Carson City. Most dangerous in winter conditions (snow/ice) to drivers not use to winter driving. On holiday weekends, Nevada Beach access must be controlled. Any and all surrounding areas become clogged with illegally parked vehicles. In the event of a fire or medical emergency, timely actions by first responders is hampered or prevented. At some point the safety of people has to be more important than the revenue fed into the local economy. I no longer feel safe riding my bicycle anywhere in the Tahoe Basin. Riding between Spooner and Kingsbury, in either direction, is the most dangerous.
205	Boat trailer parking at Cave Rock is very dangerous for all. The trailers are parked willy nilly all over the streets, curbs, driveway entrances, through the tunnel...which forces the boaters to be walking back thru the Cave Rock tunnel to get back to Cave Rock State park! Deadly! . A biking 'by pass' around the Cave Rock tunnel must be built. Insane to subject bikers and auto drivers to "Cave Rock Roulette" of death. These bike 'by passes' are built all over Europe. Safety for all, the bikers and the auto drivers.



206	east shore highway parking makes me never want to go to this part of the lake during the busy season. However it is the most beautiful part of the lake in my opinion. Sad that locals cant enjoy it during busy season without arriving at 7am
207	<p>1) I will not bike past the beaches from South Lake anymore. I was nearly killed last year biking on US50 when I was in the right lane, a car tried to pass me (in the same lane!) and the shoulder suddenly disappeared at the same time. Cyclists and pedestrians need a separate path between South Lake and Spooner, and I won't bike past the beaches again until we do. Which is incredibly sad, seeing as the world is burning due to CO2 emissions and how much we care about lake quality. Why don't we have safe infrastructure for cycling, scooting and walking? .</p> <p>2) Difficult parking is not a bad thing. If we needed to provide unlimited free parking to every American, no matter where they were going, we'd be paving over all of Tahoe. Difficult parking encourages people to use other modes. Rather than just adding parking, I'd rather see us invest in alternative ways to travel that don't need huge parking spaces (like bikes or scooters), and I'd like to see us price the parking appropriately.</p>
208	I've heard some want to reduce the highway to 2 lanes. That would make traffic much worse and dangerous. Who comes up with ridiculous ideas like that?
209	This area is terrifying to be in on foot, bikes, or driving. Driving speeds are way too fast and the road feels tiny with hundreds of cars parked on the highway for beach access (especially Zephyr Cove and Round Hill Pines). This should not be allowed. How many fatal crashes in this corridor do we need to see before we do something?
210	WE are extremely concerned about the "overflow" from the Cave Rock State Park into the residential areas of Cave Rock Estates. The State Park Ranger has posted signage to re-direct visitors to the Cave Rock Trailhead away from the State Park (with \$10 parking fee) into the Cave Rock Estates (advertising "free parking") --- not acceptable for those of us who are residents of Cave Rock Estates. We note that most vehicles are registered in California, and are contributing nothing for their use of these facilities.. . Zephyr Cove Resort should be required to employ and post traffic personnel surrounding the resort, as the parking and pedestrian safety concerns, not to mention the congestion at the signal which further jeopardizes the safety of everyone who must use this road to access services outside of neighborhoods. It is frequently the case that the congestion in the Zephyr Cove Parking Lot (ingress and egress) causes many cars to be "sitting idly" on the highway while cars at 45 mph come around blind curves. In addition to the use of personnel, additional flashing signage could enhance safety in this area.
211	Imho, most traffic is from CA plated vehicles using the streets/highways/beaches for free...ALL parking/shuttle service should be fee based.
212	Tahoe is a national treasure. The jewel of the Sierras it is called. IT IS NOT an amusement park for self absorbed flat landers who could give a rats ass about lake clarity, pollution, trash, quality of life etcetera. Full time residents and land owners are the caretakers of this special place. Emphasis should be placed on making Tahoe a safer, more accessible for those of us who live here and take seriously our responsibility of stewardship of this special place. This should be the overarching philosophy of the design of enhancements to the Lake Tahoe environment.



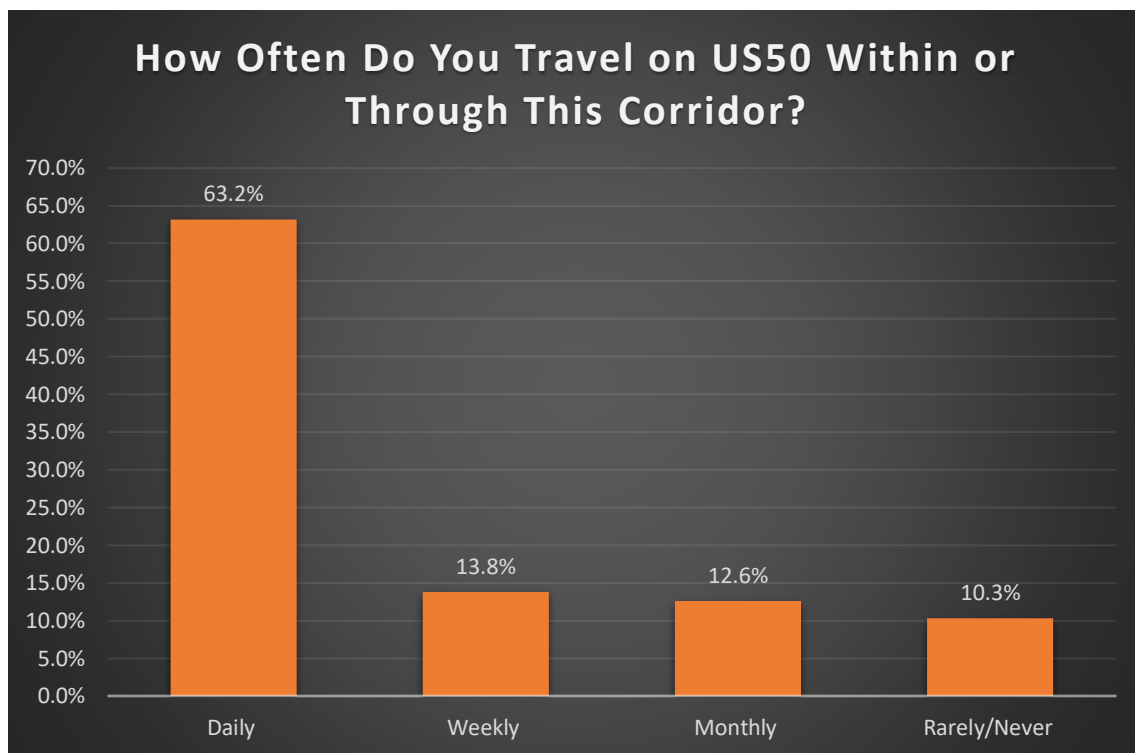
## APPENDIX B – Round 1 Recreation Survey Responses



## Round 1 Recreation Survey Results

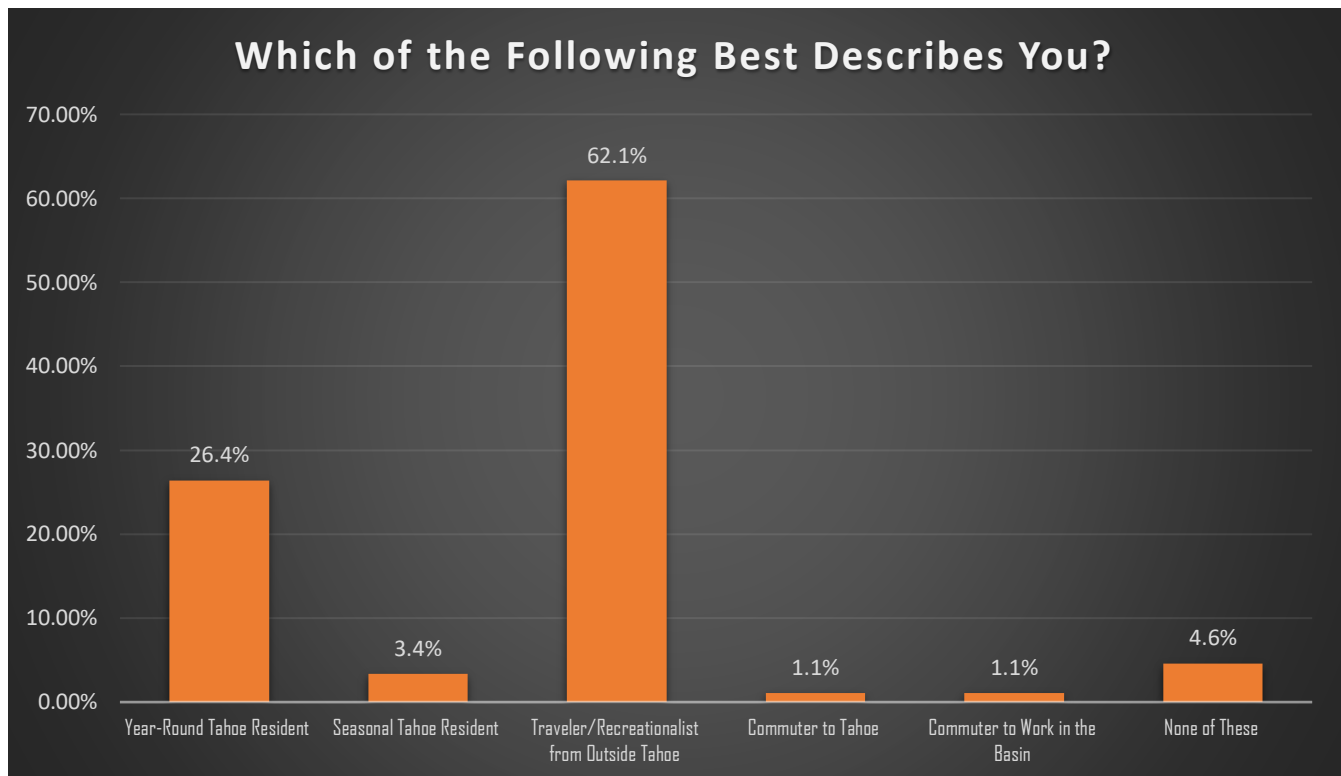
During Round 1 public outreach, a public survey was launched. The survey provided a venue to further extract public preferences and understand the range of issues and concerns in the corridor. Review of the survey results suggested full-time and seasonal residents made up over 86-percent of respondents and the study team desired to receive feedback from more recreation-focused, non-resident travelers. To that end, a follow-up survey, consisting of the same questions, was developed and launched via email lists from relevant interest groups in the Carson Valley and Truckee Meadows. The survey resulted in 90 total complete responses. Below is a listing of the survey questions and a summary of the responses with another summary provided depicting the original and recreation survey results side-by-side for comparison.

### Question 1: How often do you travel on US 50 within or through this corridor?

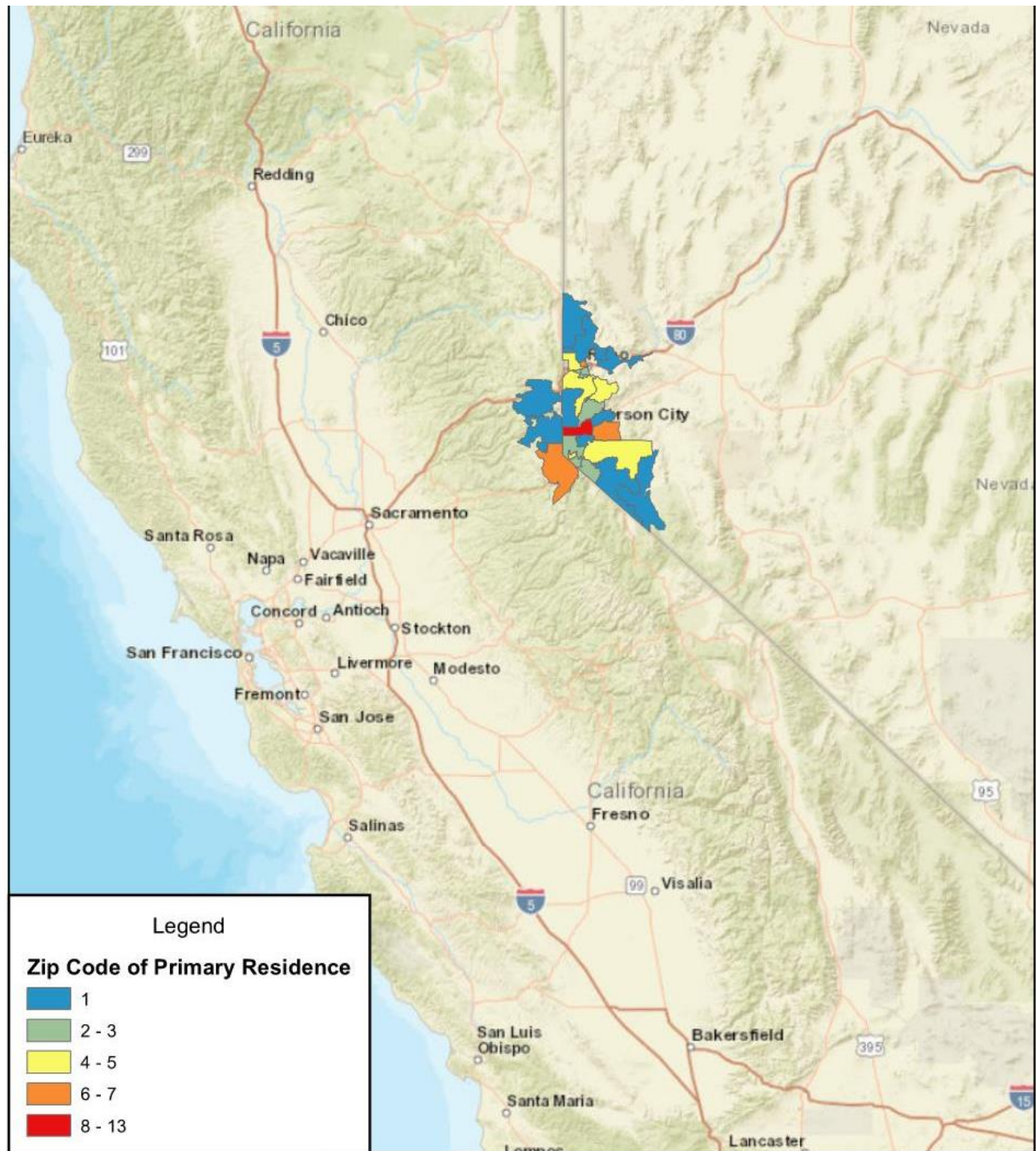




Question 2: Which of the following best describes you?

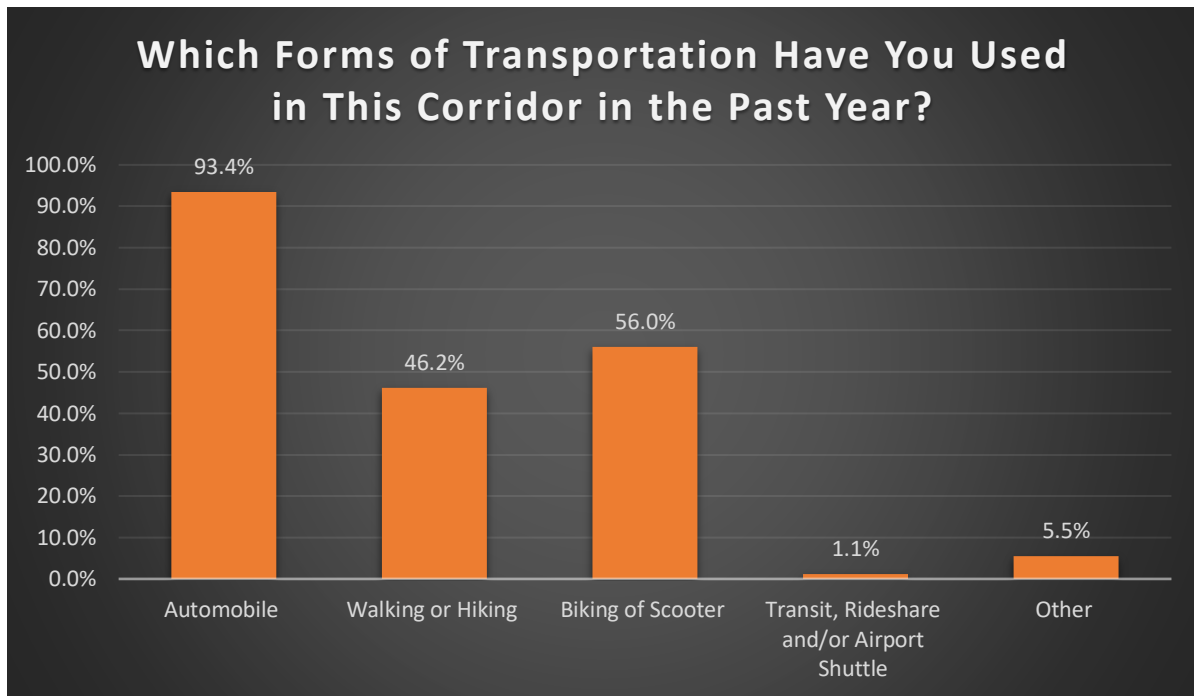


Question 3: What is the zip code of your primary residence?  
(see map on the following page)



**Figure: Survey Respondents Primary Zip Code Map**

**Question 4: What forms of transportation have you used in this corridor in the past year? Check all that apply.**



**Question 5: When you think about US 50 in this corridor, in 5 words or less, what comes to mind?**

Total responses to this question: 85

- Negative responses: 57
- Neutral responses: 15
- Positive responses: 13

Out of the 85 responses, consistent sentiment counts include:

- Concerns with respect to safety, speed, and turning: 28
- Concerns over traffic, congestion, and busyness: 29
- Sentiments over the scenic nature: 22
- Mentions/concerns over parking: 9
- Mentions/concerns over bike/ped issues: 11

Within the 85 responses, the following mentions were counted:

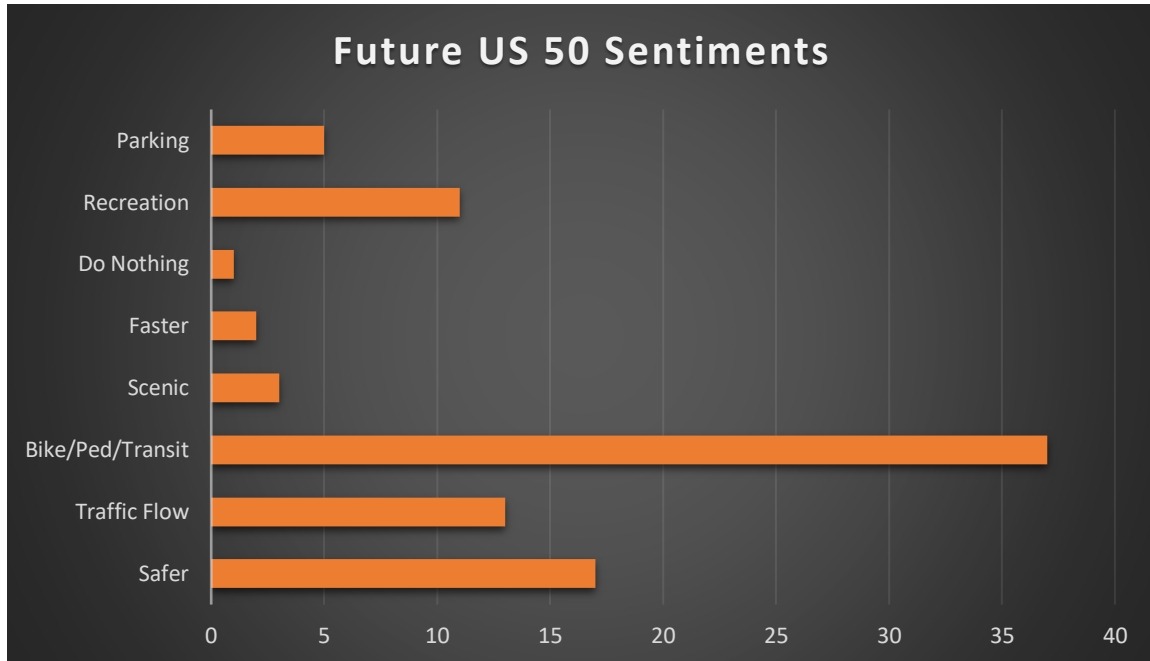
- Beautiful/Scenic: 19
- Fast/Speeding/Speed: 12
- Dangerous/Scary/Unsafe: 13

See attachment for all responses.

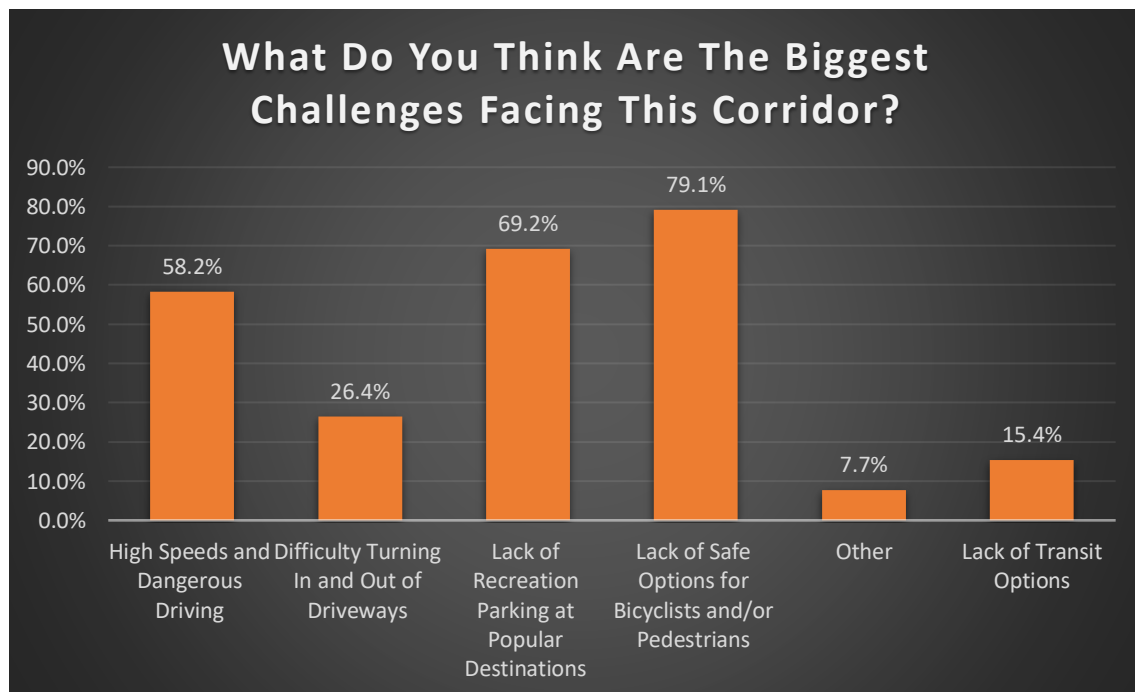


**Question 6: When you think about what US 50 could look like in the future, in 5 words or less, what comes to mind?**

Out of the 85 responses, consistent sentiments are depicted in the graph:

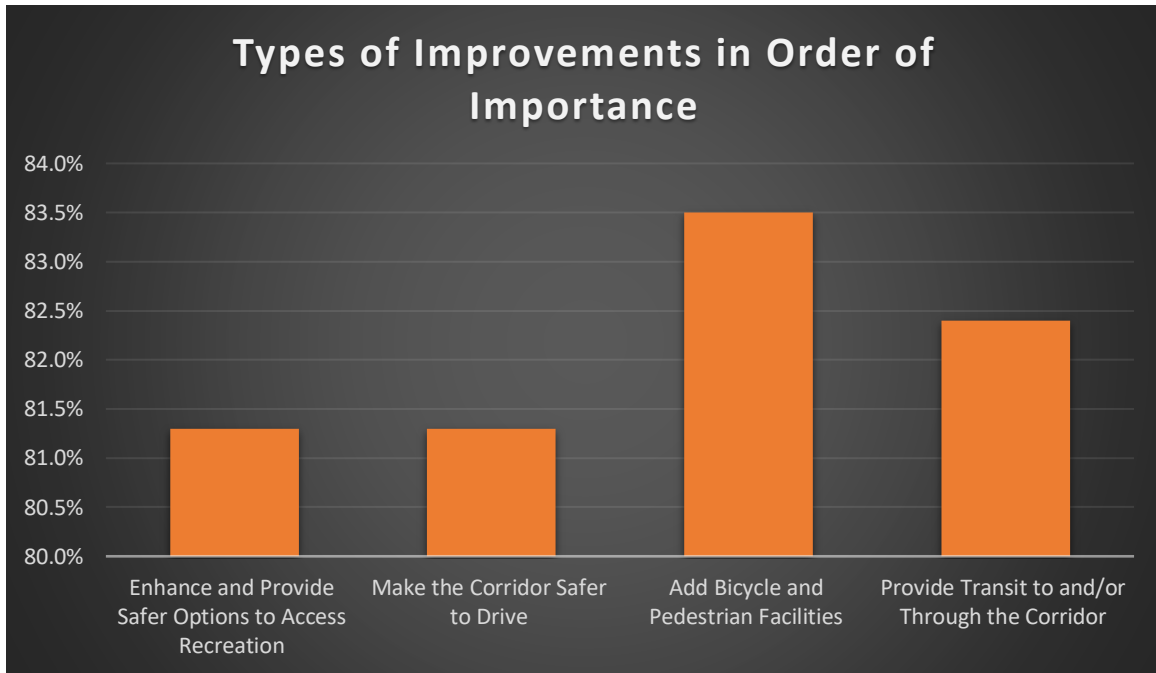


**Question 7: What do you think are the biggest challenges facing this corridor?**





**Question 8: Thinking about the corridor as it is today, place the following improvement types in order of importance to you with the top being the most important and the bottom the least important.**



**Question 9: Are there any improvement types you feel are important for the corridor?**

Out of the 48 online survey responses, common responses were found around the following:

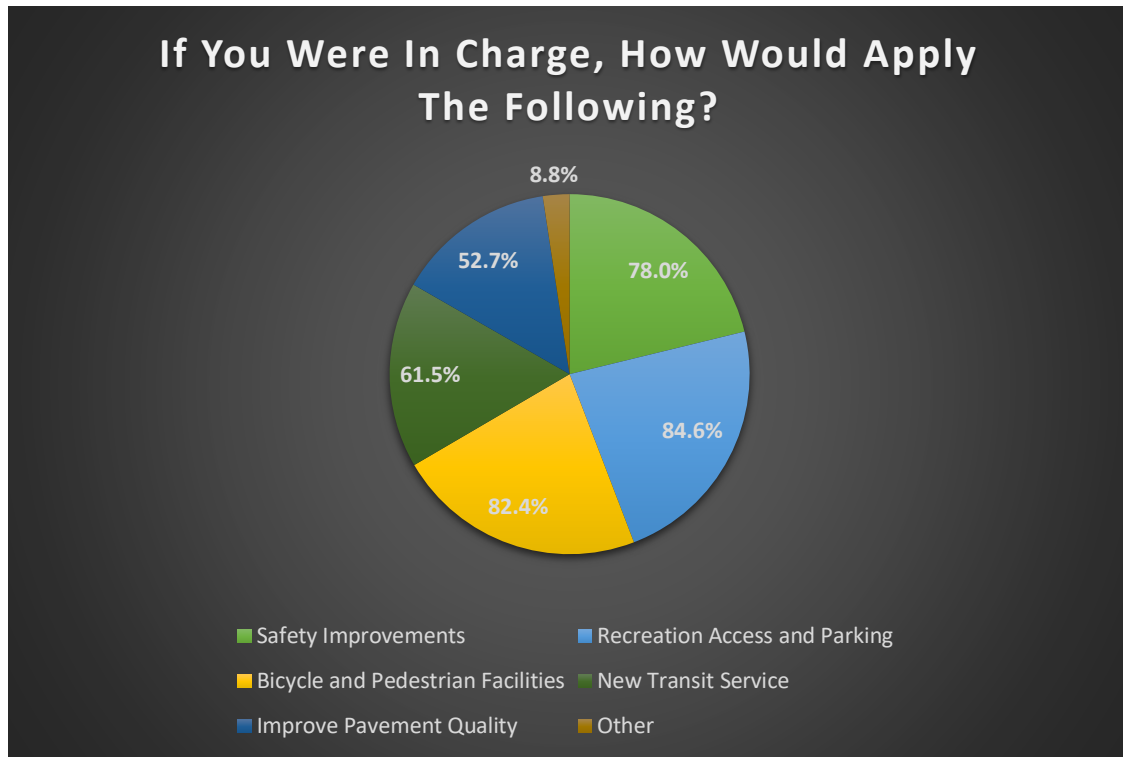
- Improved parking and parking lots.
- Better/maintained lake access.
- Addition of bicycle/pedestrian facilities.
- Separate traffic to improve safety, reduce speeds.

See attachment for all responses

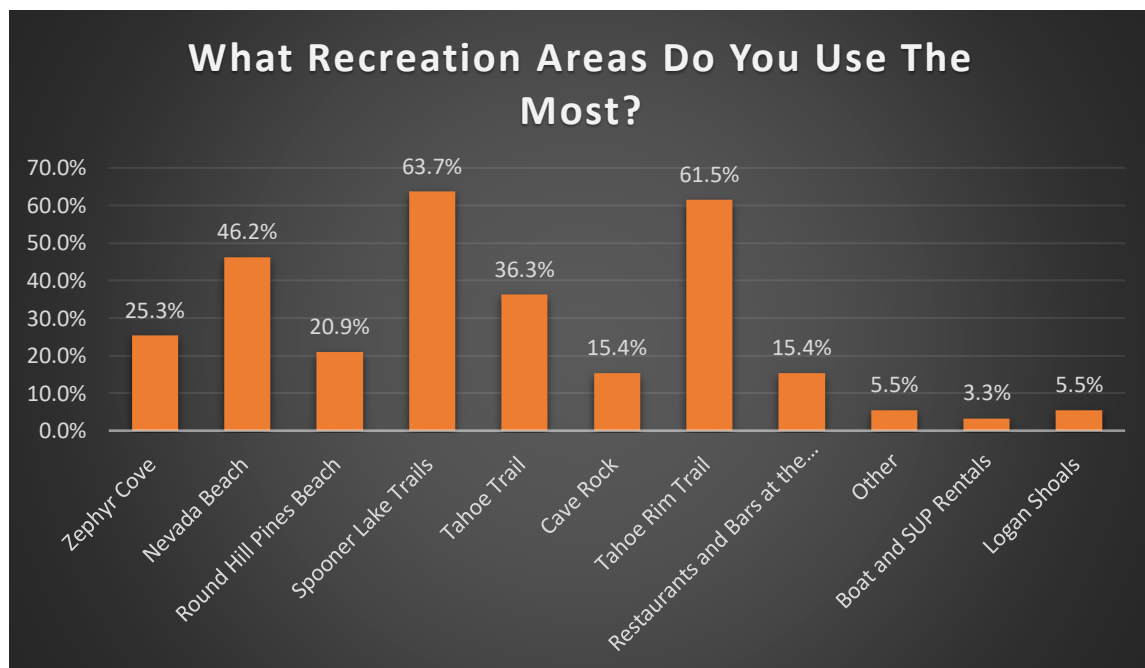




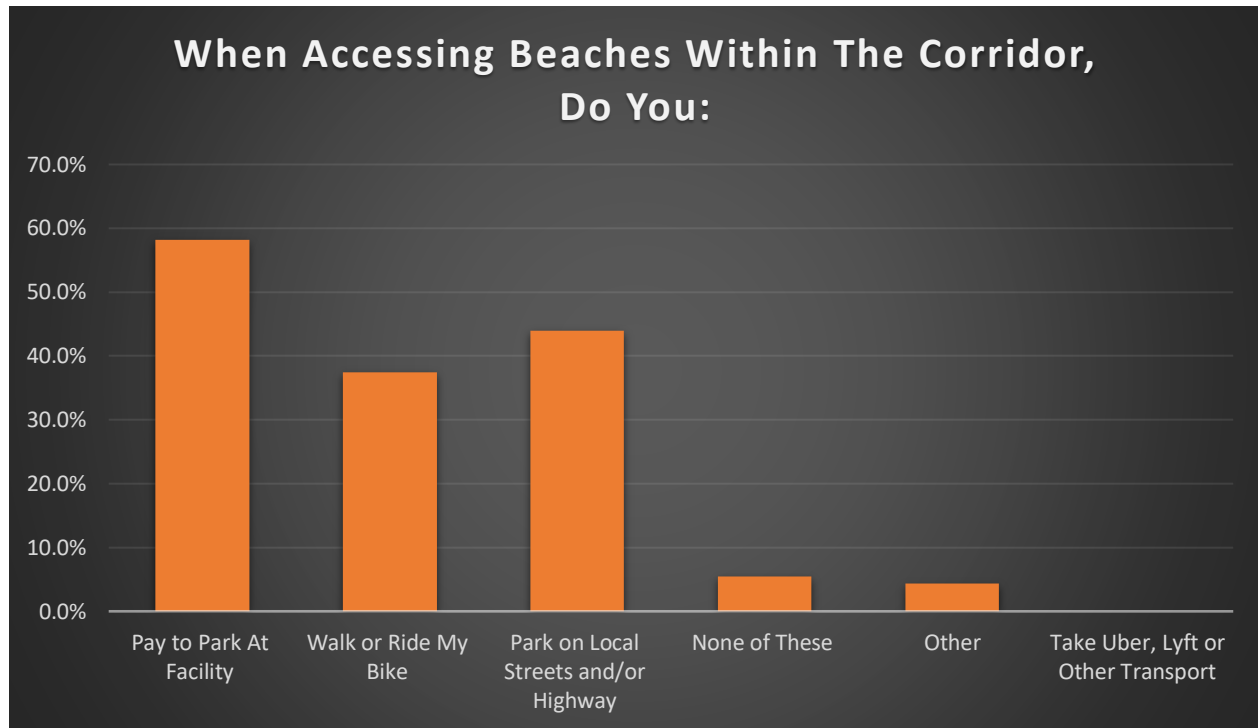
Question 10: If you were in charge of improvement funding, what percent would you apply to each of the following?



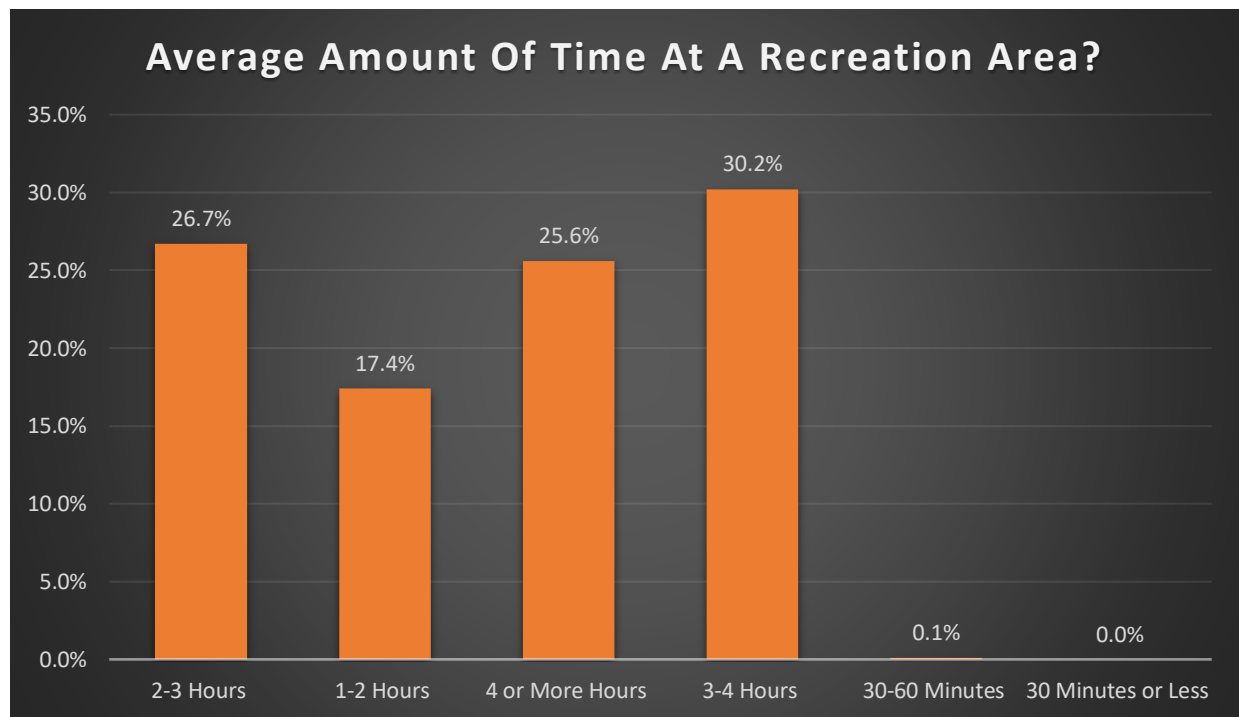
Question 11: When thinking about recreation areas within the corridor, which do you use the most? Please select 1 to 3 items.



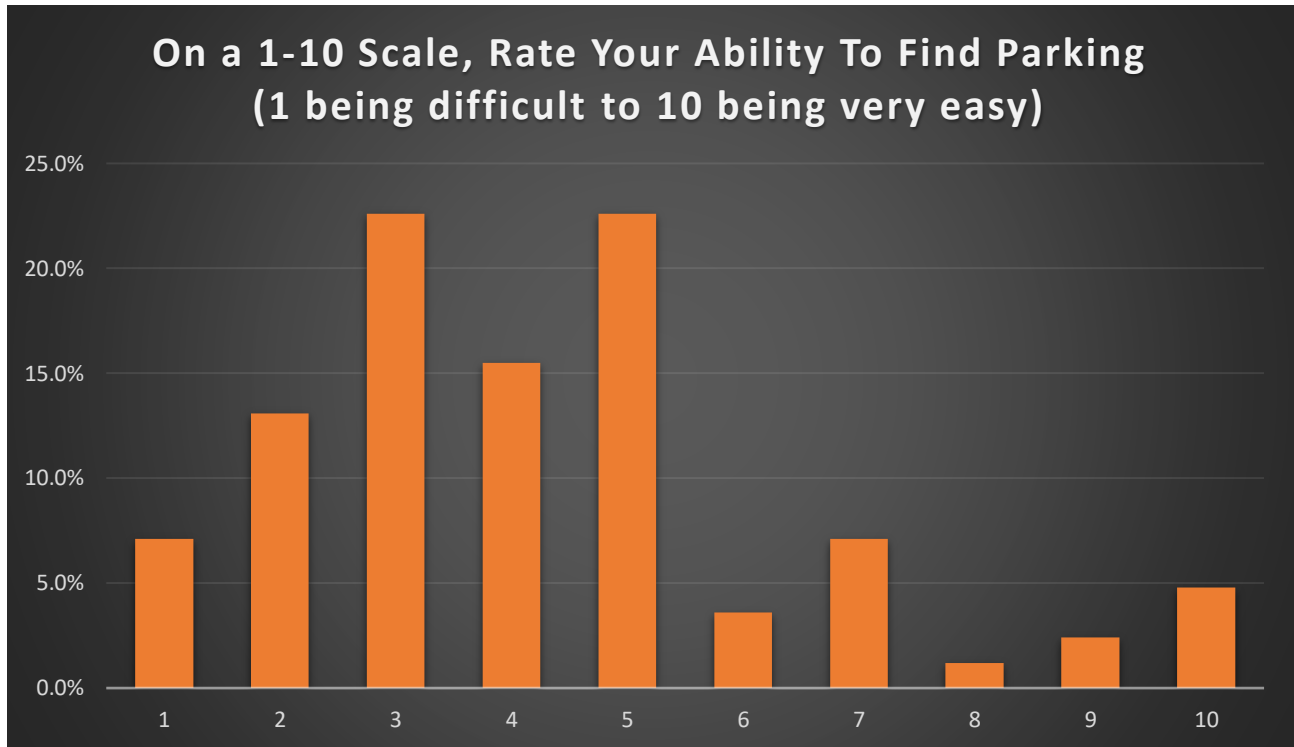
Question 12: When accessing beaches within the corridor, do you:



Question 13: On average, when you go to a recreation area, how long are you staying at that site?



**Question 14: On a scale of 1-10, rate your typical ability to find parking at recreation destinations within the corridor with 1 being extremely difficult and 10 being very easy.**



**Question 15: Are there any specific issues or areas of concern you would like the study team to know about?**

Out of the 39 responses online survey, common issues and concerns were found around the following:

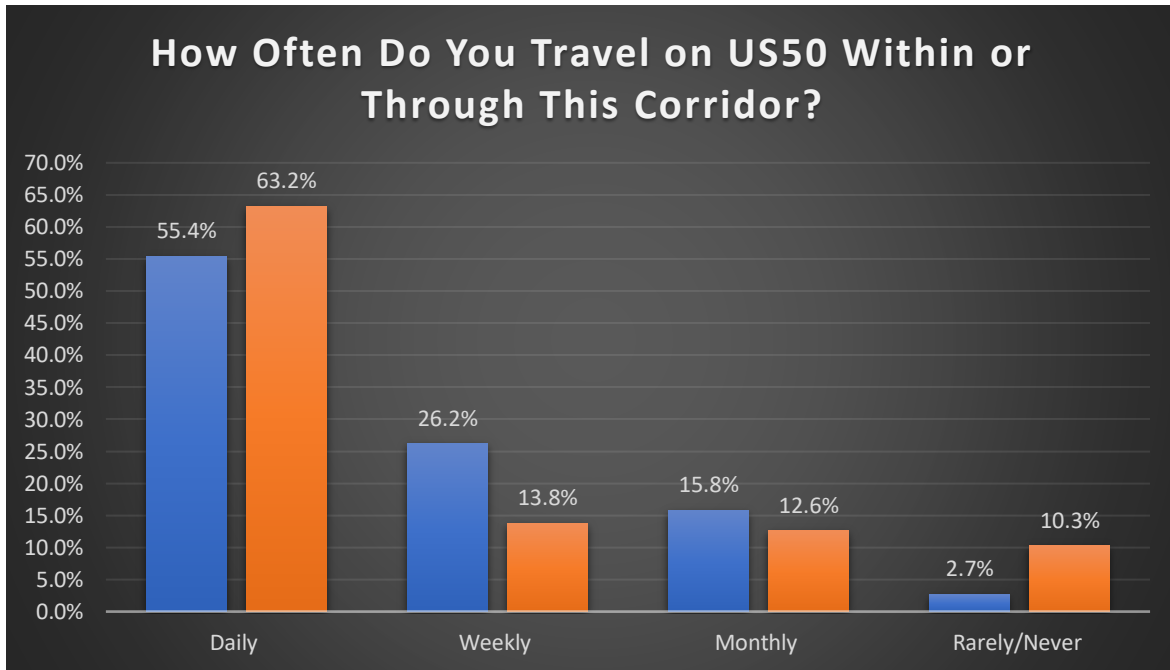
- Bicycle and pedestrian improvements and connectivity.
- Parking issues and concerns.
- Safety enhancements.



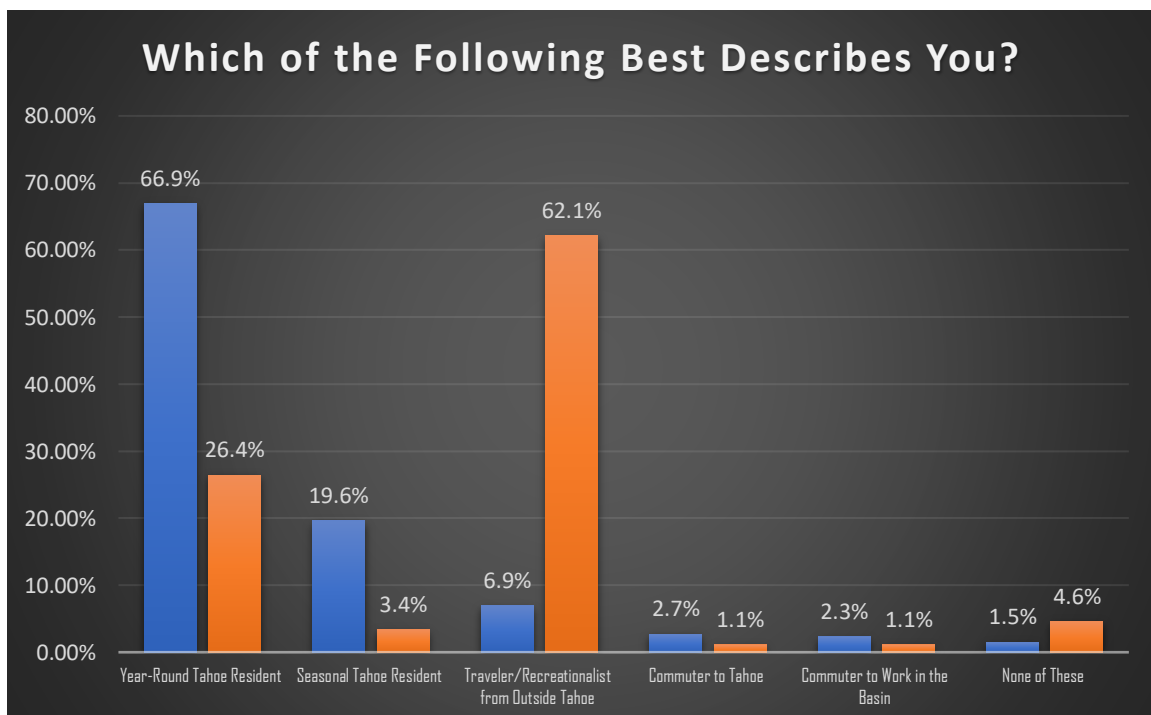
## Round 1 Summer Survey and Recreation Survey Results Comparison

The results of the two numerical portions of the surveys are depicted below for ease of comparison. Responses from the Summer 2021 survey are shown in blue with the Fall 2021 Recreation survey shown in orange.

### Question 1: How often do you travel on US 50 within or through this corridor?

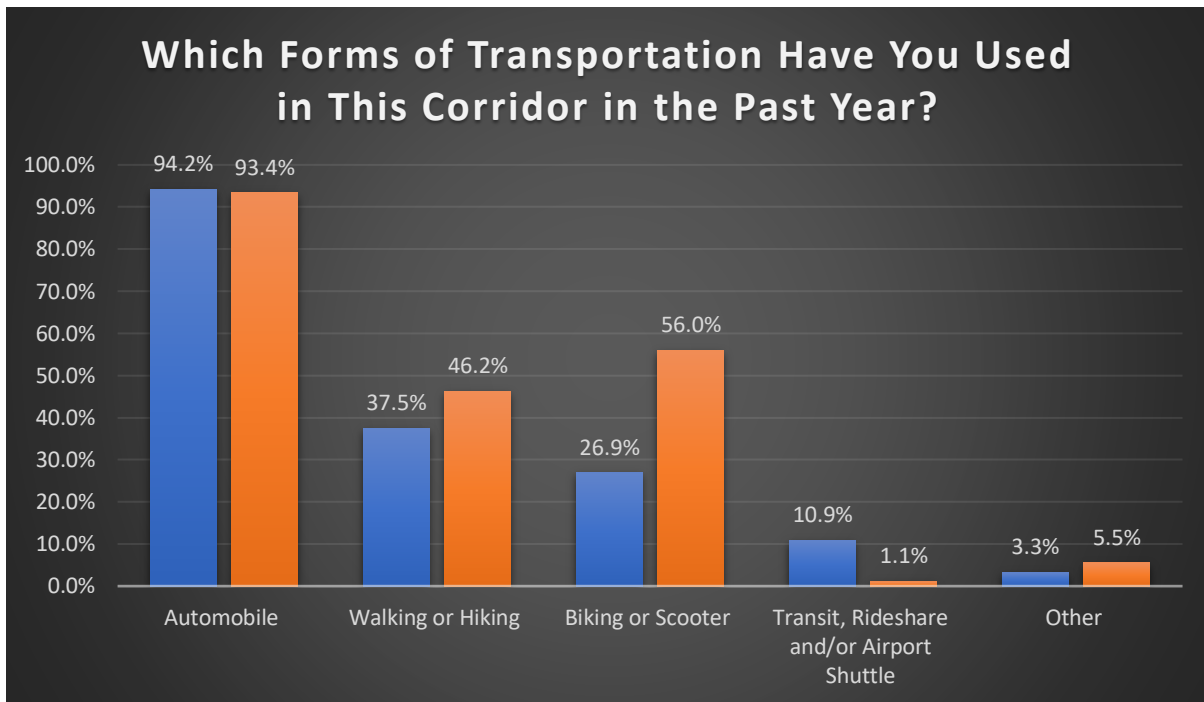


### Question 2: Which of the following best describes you?

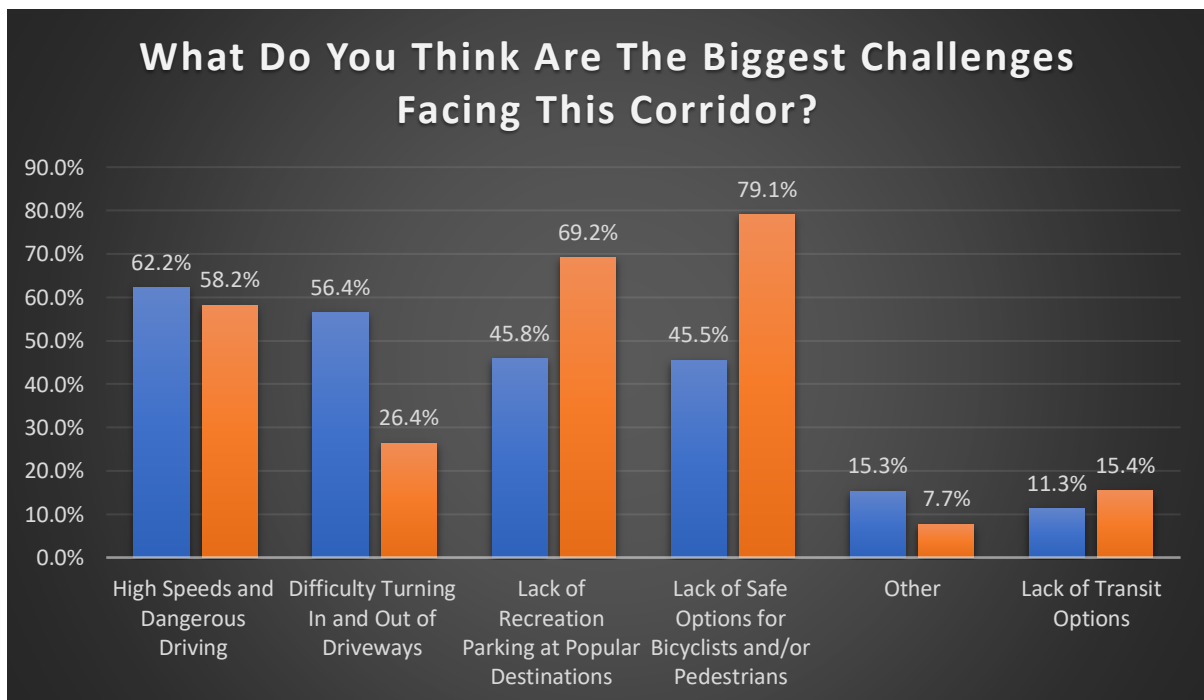




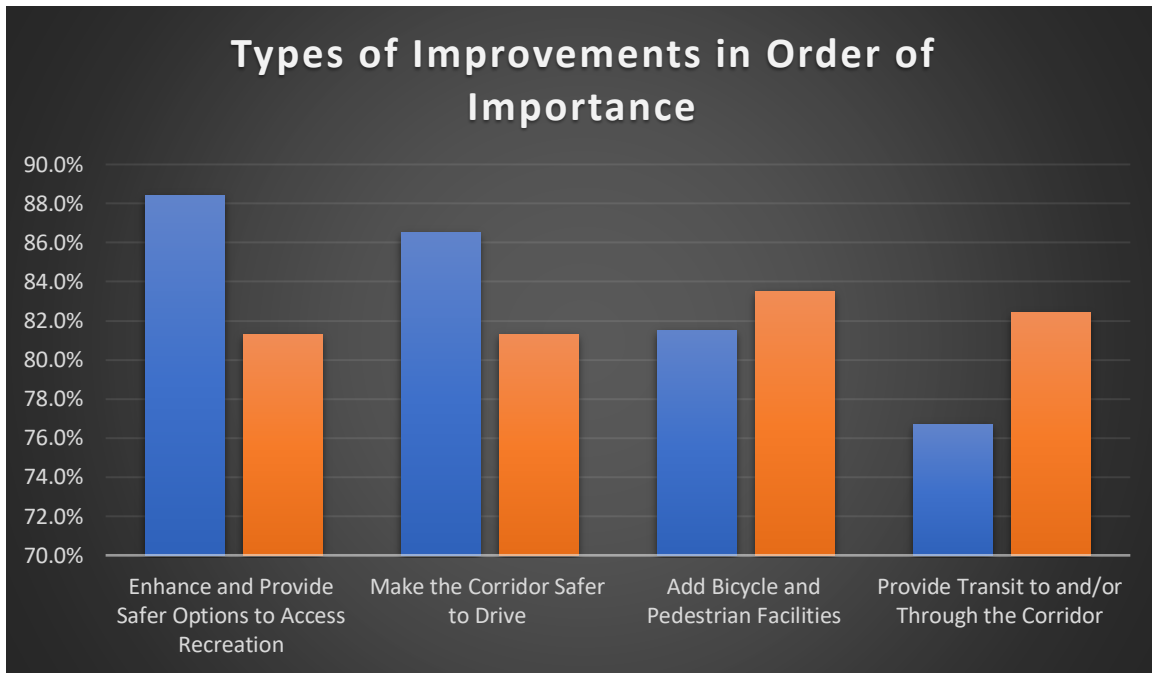
Question 4: What forms of transportation have you used in this corridor in the past year? Check all that apply.



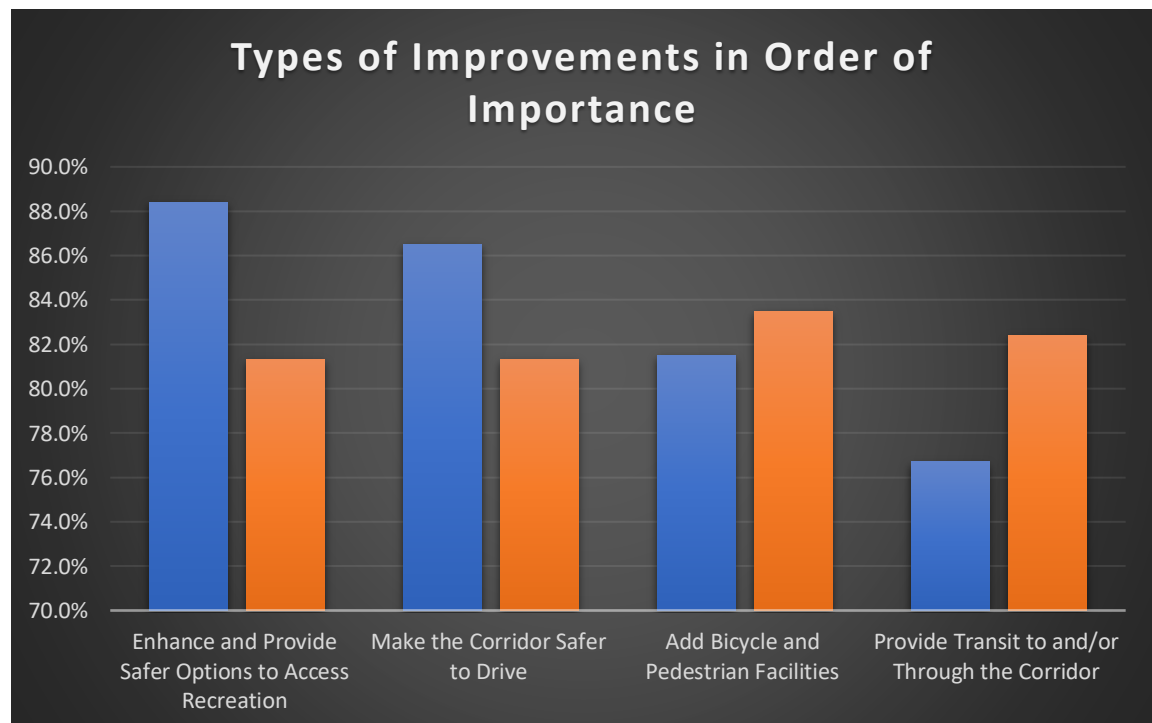
Question 6: When you think about what US 50 could look like in the future, in 5 words or less, what comes to mind?



**Question 7: What do you think are the biggest challenges facing this corridor?**

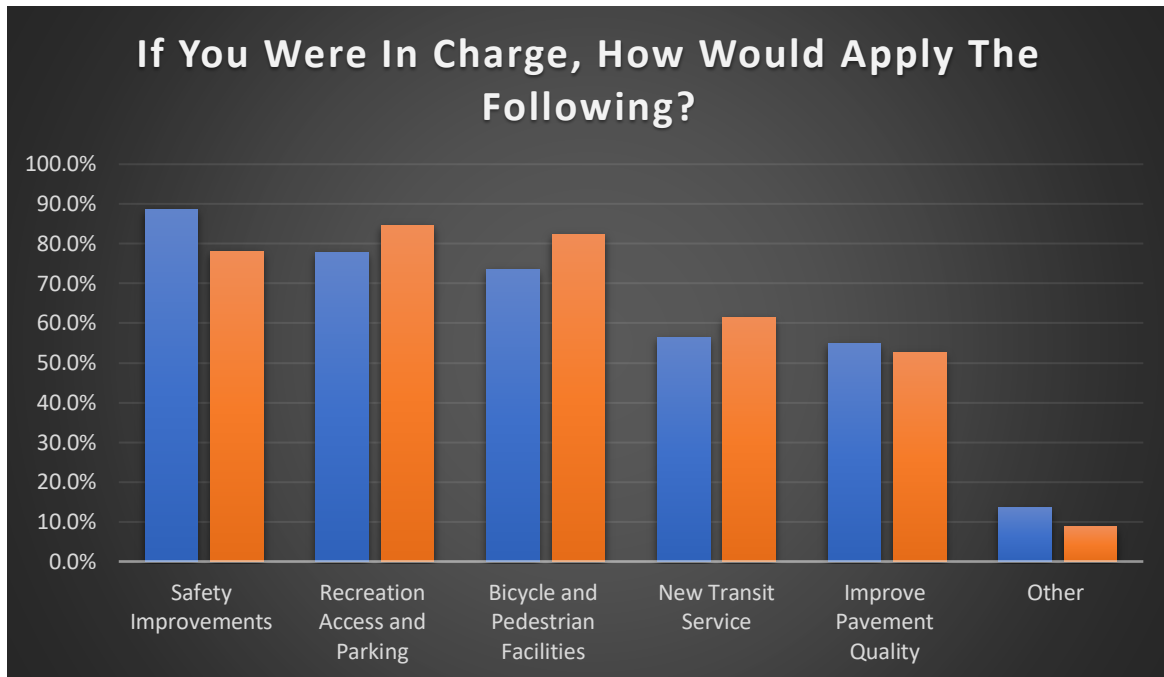


**Question 8: Thinking about the corridor as it is today, place the following improvement types in order of importance to you with the top being the most important and the bottom the least important.**

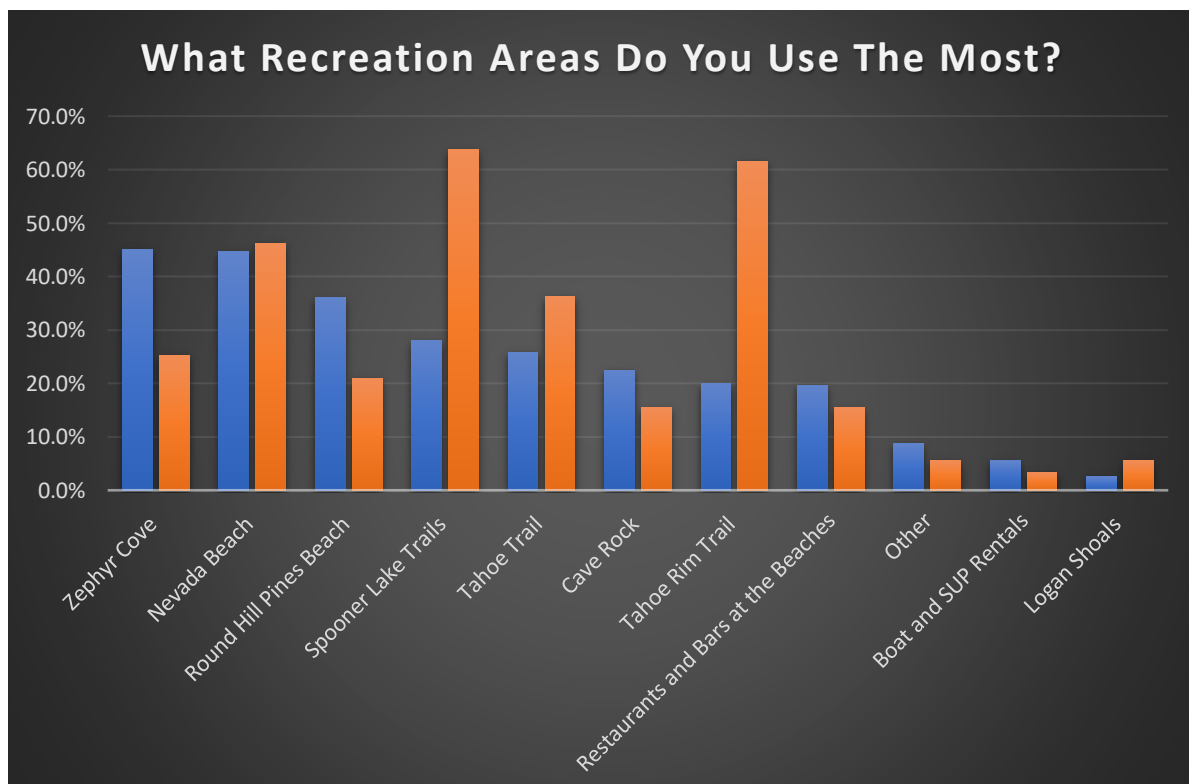




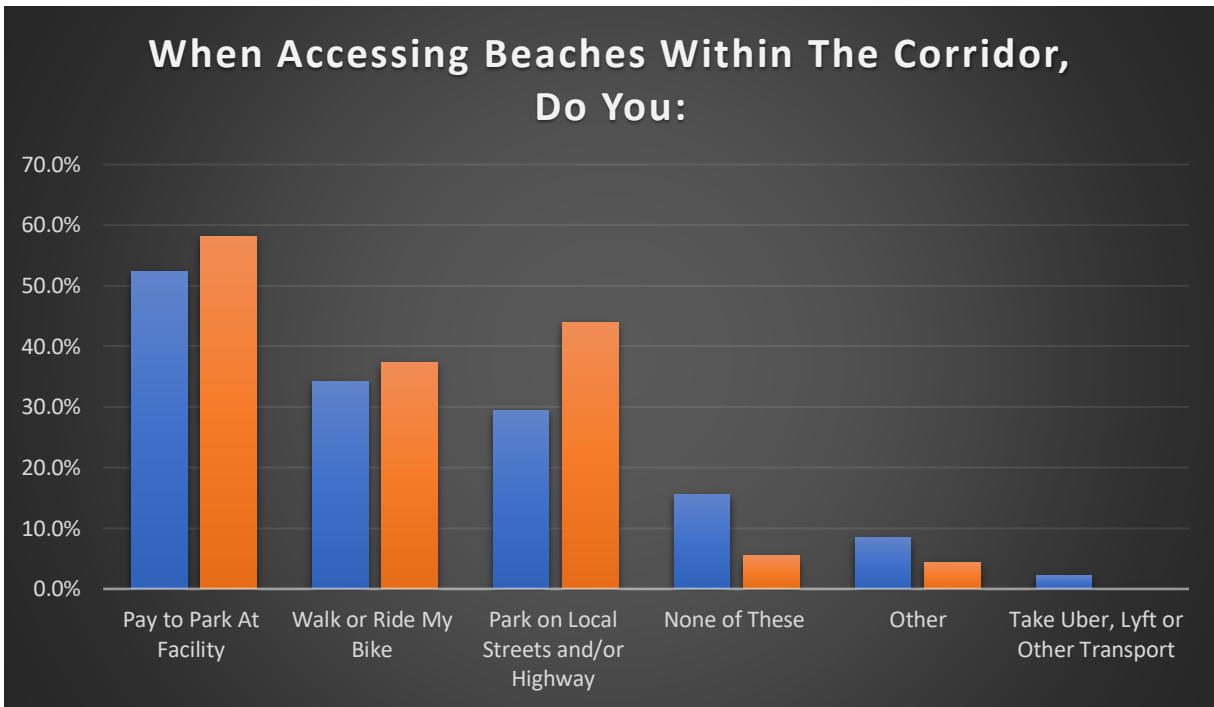
**Question 10: If you were in charge of improvement funding, what percent would you apply to each of the following?**



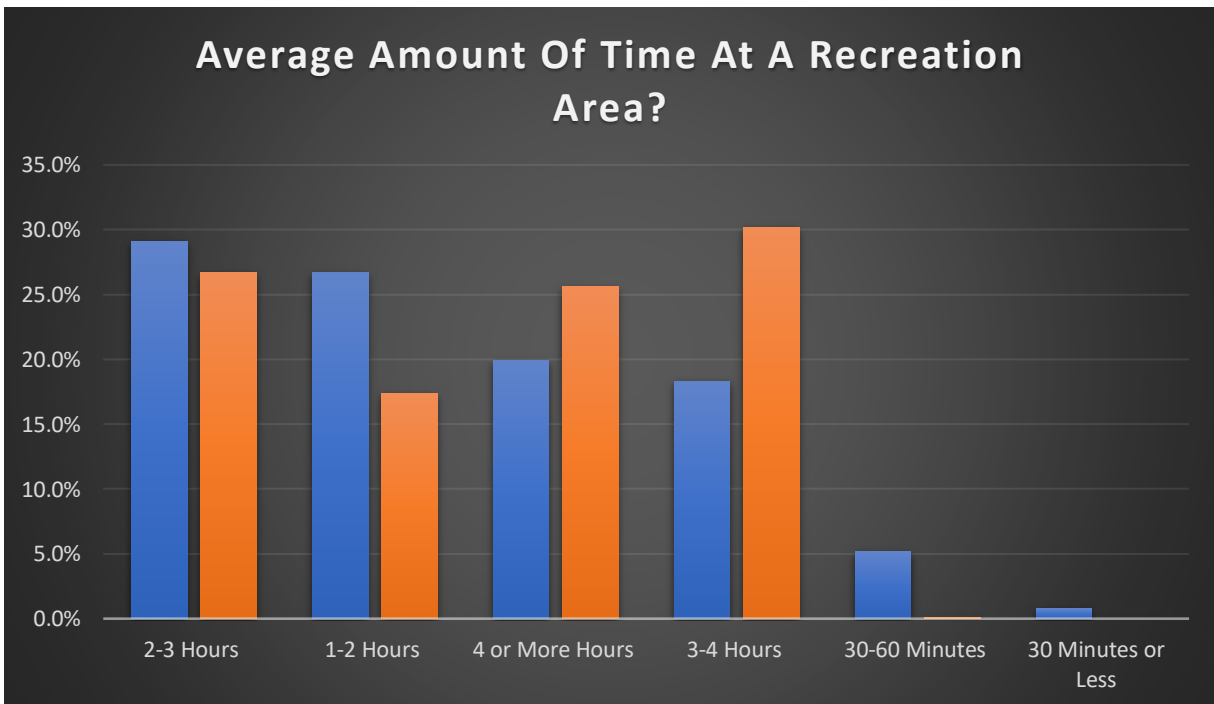
**Question 11: When thinking about recreation areas within the corridor, which do you use the most? Please select 1 to 3 items.**



Question 12: When accessing beaches within the corridor, do you:



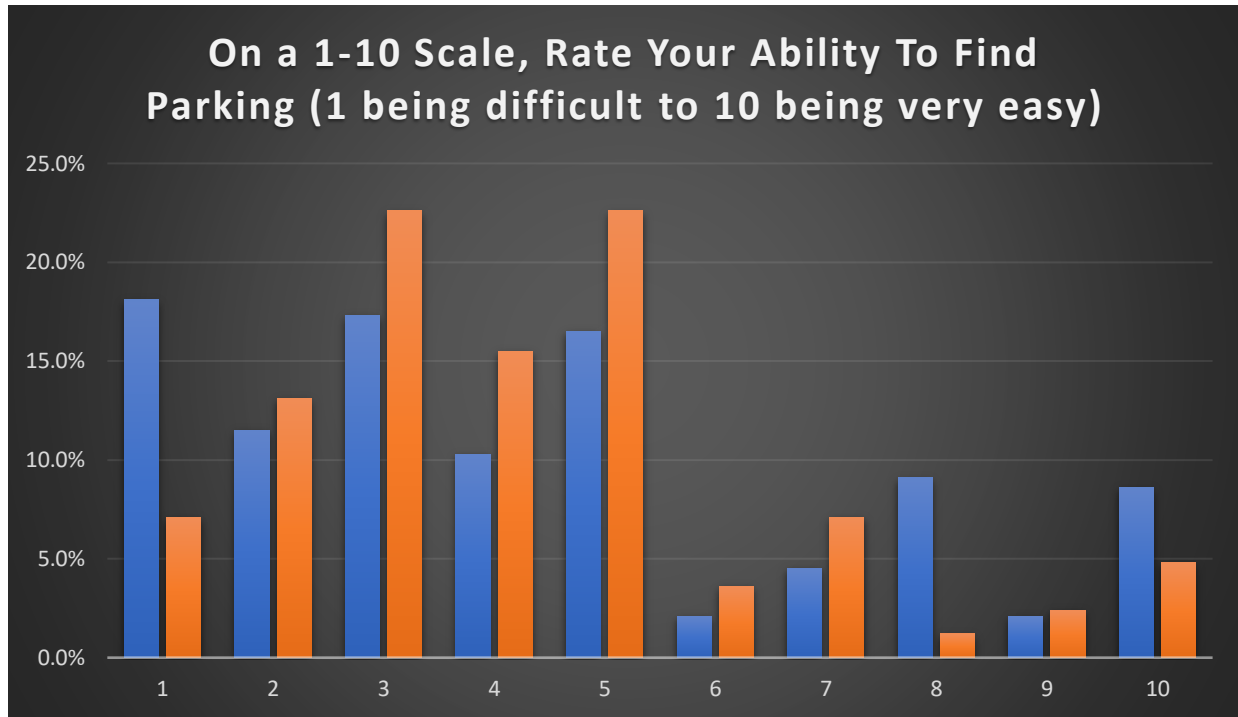
Question 13: On average, when you go to a recreation area, how long are you staying at that site?







**Question 14: On a scale of 1-10, rate your typical ability to find parking at recreation destinations within the corridor with 1 being extremely difficult and 10 being very easy.**






## US 50 Lake Tahoe East Shore Corridor Management Plan (CMP)


Round 1 Public Recreation Survey: Existing US50 in 5 Words	
No.	Comment
1	scenic and busy
2	scenic busy
3	Traffic and narrow roads
4	Beautiful, fun, narrow, slow,
5	beautiful, crowded, car centric
6	Scenic
7	Traffic. Views!
8	Traffic, unsafe, limited parking
9	Speeders
10	Pristine Tahoe views
11	Stop and go traffic
12	Windy scenic home
13	Narrow, difficult to use on a bike.
14	Busy, sketchy on a bike
15	Recreation, hiking
16	Dangerous for walkers and cyclists.
17	Not enough room for bikes
18	Scary exceeding speed limit headon crash fear
19	Fast cars head on dangers
20	Simple
21	Hiking, lake, recreation
22	Too busy with traffic
23	Beautiful and winding
24	Dangerous speed
25	not safe for cycling
26	Scary
27	Needs bike lane, parking, and hiking trails
28	A lot of traffic
29	fast highway
30	too many lights stateline slt
31	Busy
32	Rim Trail
33	Fast Driving
34	Too many cars parked on side
35	Traffic
36	Narrow, scenic, outstanding recreation
37	crowded
38	Cars travel too fast
39	too much traffic in the summer
40	Scenic, but inferior to SR207 for travel to carson valley
41	Fear of head on collisions
42	views traffic parking Native rights
43	caution for bikes and cars
44	Beautiful but congested
45	Beautiful, busy, windy, fast.
46	Unsafe for pedestrians
47	Access to southeast shore
48	PRETTY RIDE
49	Stateline congestion and difficult intersections
50	Beautiful, Difficult parking, Tahoe, Crowded
51	Traffic, tourists, no shoulder
52	crowded
53	Scenic
54	Bit of a scary road
55	Traffic
56	Tahoe
57	No bike trail.
58	Beautiful recreation pristine eco-friendly
59	Slow speed limit
60	Fast corridor
61	parking problems!
62	Access to beautiful Lake Tahoe
63	Bike path, traffic signal
64	thoroughfare
65	Too much pavement
66	Seems like a lot of crossing the double yellow line
67	Illegal parking on road
68	Traffic and construction
69	Traffic unsafe roadside parking
70	Visiting Tahoe
71	Not great for bikes
72	Dangerous
73	Spooner Summit TRT Tahoe Access
74	Busy
75	Dangerous highway for motorists
76	good to be 4 lanes
77	more traffic
78	Cave Rock Tunnel is terrifying.
79	scenic, slow, accident prone
80	busy, dangerous, limited access
81	Dangerous, congested, limited access
82	beautiful but scary
83	Beautiful Lake Tahoe
84	Too many speeding vehicles.
85	Casino traffic and eastshore parking mayhem




US 50 Lake Tahoe CMP	
Round 1 Public Recreation Survey: Future US50 in 5 Words	
No.	Comment
1	crowded
2	more commuter options
3	wider roads cyclist friendly
4	Bike friendly, safe, parking
5	Hike, Bike, Walk, Run
6	Trail access ease
7	Unobstructed views still green! Room to Walk and bike safely
8	Public transportation
9	Better bicycle access
10	Less stoplights, more roundabouts
11	Overly congested traffic
12	Inviting, multimodal
13	Dedicated bike lanes
14	Recreation, hiking, biking
15	Safe for walkers and cyclists.
16	Bike lanes or separate trail
17	STRICT SPEED LIMIT ENFORCEMENT
18	Separate Bike lanes separated lanes
19	Too crowded
20	More room if possible
21	User friendly for all
22	separated path or bike lanes
23	Safe, enjoyable, family friendly
24	wider with more space
25	Less traffic and proper bike lane
26	more access to viewpoints, trails, sights, turnlanes
27	better traffic flow SLT
28	Large bike path
29	Traffic Jam Fears
30	Connected to multi-use path
31	Bike lane
32	Improved traffic flow
33	Wide road shoulders, trail signage
34	welcomng mixed transportation
35	Bike and hike friendly
36	less traffic in the summer
37	A good parallel class 1 bike path
38	No cars parked halfway on the roadway
39	Off highway lake side trail
40	recreational access flow
41	better safety bikes and cars
42	Beautiful and less congested
43	Even busier, even faster.
44	Accessible for everyone
45	BETTER BIKE LANES
46	Safer, commuter friendly, intuitive.
47	Beautiful Tahoe access
48	Bicycle friendly
49	more peaceful more access
50	Too crowded
51	Divided road with barrier and good bicycle lane
52	More lanes
53	Bike lanes
54	A bike trail
55	Recreation friendly
56	Not sure
57	More recreation opporutnites
58	reduced congestion; use shuttles
59	Better accommodated traffic volumes and parking
60	Turn lane
61	safer on the east shore
62	Bike path & road diet
63	Speed control
64	Either more parking or better public transportation. However, can't take a kayak on the bus
65	Better management of tourist
66	Safe parking
67	More public Tahoe access points
68	Better for non-motorized traffic.
69	Center median, wider lanes
70	Make pedestrian hiker crossings safer
71	Busier
72	Dedicated left hand turn lanes
73	more turn lanes
74	a designated bike lane the whole way
75	Bike path around the tunnel
76	safer
77	Bike, hike, and pedestrian friendly
78	Bike and pedestrian friendly, safe
79	additional parking areas
80	Bike friendly
81	better public transit

 <b>Round 1 Public Recreation Survey: Other Improvements</b>	
No.	Comment
1	signage
2	None
3	Bike lanes
4	Separate humans from cars. Bikes, walkers, runners
5	Make public parking away from the lake so parking lots are not taking up public lakeside access (bc obviously it won't be taking up private lake access!), and then people use public transit to get to the lake itself. Safe cycling/pedestrian is not going to encourage enough amounts of people to walk or bike no matter how awesome it is. People want to drive, sadly.
6	Public Access to the lake keeps getting blocked by private developers
7	Separated multi modal facilities for A variety of users.
8	If only we could make Tahoe like Zermatt, car free!. Bicycle only days (once a year for 4 hours, for example)
9	Drop the speed limit to 35 mph.
10	Widen road, make separate bike lanes
11	No
12	Put a bike path in. So riders don't write on the highway.
13	Recreation parking
14	Improvements need to be year round. Eliminating roadside parking and building parking lots that are closed half the year doesn't work.
15	Adding shoulders/bike lanes with parking. Do NOT reduce lanes of traffic, need to act on right-of-way to access wider areas for parking and trails. Make similar to new hike/bike from Incline to Sand Harbor, but add sufficient amount of parking.
16	A nice walking and bike path like between incline and sand harbor
17	More mountain bike trails and proper access to them.
18	Improve parking issues around zephyr cove
19	no
20	Bike trail off the highway. Pedestrian trail off the highway like in Incline.
21	seperate central for turning left
22	Safer places for pedestrians to cross. For example at Lincoln Park
23	Center divider
24	Improve traffic bottlenecks at the entry point to South Lake Tahoe and at the 28/50 junction at Spooner Summit.
25	separated safe bike paths/lanes. reduction of travel lanes in some sections for ingress and egress lanes. fix zephyr cove entrance - lines block travel lane. round a bout at 28 and 50- dangerous intersection
26	Get more cars out of the corridor and the Basin through building park and ride facilities.
27	More pullouts
28	no
29	NONE
30	Most important is parking issues or improved (FREQUENT AND ADVERTISED) transit options for ease of access to recreation - could there be large parking lots on either side of the corridor? . Extend paved bike path along the entire length would also reduce traffic
31	Barrier between opposing traffic
32	A bike trail would make things so much safer. Parking for the recreation areas would also help greatly.
33	Easy parking access thats safe and well lit
34	No
35	trash collection bins and regular service for the bins ( year round)
36	Traffic signals at the critical intersections
37	Bathroom facilities at popular recreation access points
38	More law enforcement to enforce parking. We tow a travel trailer and it's sometimes a tight squeeze.
39	Address sand harbor entry, parking and back up. Consider reservation system.
40	More public access points to Tahoe
41	For cyclist traffic, getting passed by freeway speed traffic at less than 3 feet is terrifying. Needs better bike corridors.
42	Not really
43	Install Dedicated left hand turn lanes in dangerous stretches, even if this requires reducing highway lanes from 4 to 2, and add a class 1 bike path
44	Keep the roadway swept when possible.
45	Complete the east shore trail! More trail connections into the Carson Range / TRT.
46	Complete the east shore trail. Add non-motorized watercraft access. Need a pedestrian crossing at Spooner Summit (TRT) and at other locations.
47	A separate non motorized trail paralleling the highway
48	Speed control mechanisms in congested areas



	
<b>Round 1 Public Recreation Survey: Other Fields Input</b>	
<b>QUESTION 4: What forms of transportation have you used in this corridor in the past year? Check all that apply. [Other]</b>	
1	too dangerous
2	motorcycle
3	Kayak
4	Mt Bike
5	motorcycle
<b>QUESTION 7: What do you think are the biggest challenges facing this corridor? [Other]</b>	
1	Risk of head-on crashes
2	Motorists not following posted signs, especially for parking and stopping
3	difficulty with snow/ice clearance
4	Lack of consequences to people who park illegally
5	Steep decline of some local streets feeding into 50
6	over tourism
7	Too Many People
<b>QUESTION 11: When thinking about recreation areas within the corridor, which do you use the most? [Other]</b>	
1	East shore trail
2	captain poman rk
3	Chimney beach to marlette parking lot
4	Kayaking
5	East shore trail Tunnel Creek Cafe to Sand Harbor
<b>QUESTION 12: When accessing beaches within the corridor, do you: [Other]</b>	
1	nv park annual pass
2	State park pass
3	Annual Passes
4	Beach pass

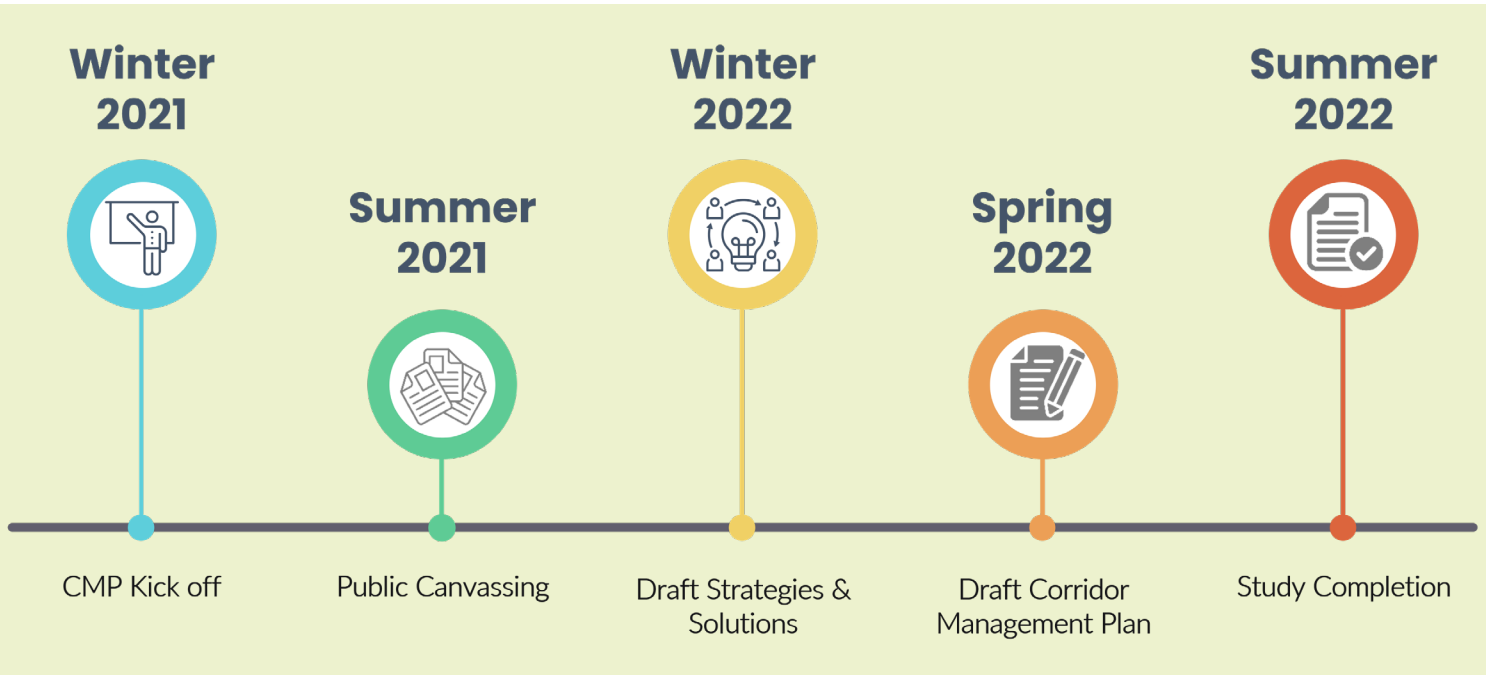


 <b>Round 1 Public Recreation Survey: Other Issues and Concerns</b>	
No.	Comment
	The parking enforcement around the lake is helping. Looking at expanded existing parking sites/or improving existing sites for more efficient parking and to reduce erosion, which causes sediment into the Lake should be a consideration. Ex. Round Hill Pines parking lot. needs BMPs, tree protection etc., but lots of parking in dirt areas and steep slopes, which perpetuates issues. . . The signage and social media posts when lots are full, are helpful to inform drivers as well. TTD is looking at a possible park and ride/shuttle at the State's property at ClearCreek, which is a great idea to reduce trips to the basin. That would be a great partnership, as it is also an informal trailhead to Douglas Co. Good bi-county partnership opportunity.
1	trailhead to Douglas Co. Good bi-county partnership opportunity.
2	None.
	You shouldn't have to arrive a 6am to get a parking spot and you shouldn't have to pay an exorbitant amount to park. Both of those things provide access only to a certain (\$) group of people. Parking shouldn't be lakeside because it takes away from the public lake access. Please provide parking away from the lake and make public shuttles available.
3	shuttles available.
4	Speed of traffic is my main concern, totally unsafe
	Spooner junction is particularly scary to be merging onto 50 eastbound. A large roundabout would be nice to smooth out the crossing in both directions.
5	smooth out the crossing in both directions.
	It would be nice if the chimney beach/marketer parking lot was opened sooner in the spring and stayed open longer in the fall. I am very excited to see the spooner project complete
6	longer in the fall. I am very excited to see the spooner project complete
7	No
8	Prioritize people over cars in all decisions.
9	Identify public land that is currently underdeveloped and develop it to create new parks with beach or trail access
10	No
11	Get the bicyclists off the highway.
	Because transit is so terrible in Tahoe it is very hard to imagine that being a solution. While it's easy to imagine visiting beaches and trailheads by hopping on a frequent and free bus the local transit operators can't provide even the most basic service within communities and essentially no access to trailheads.
12	the most basic service within communities and essentially no access to trailheads.
	Parking lots on the East side of the road with public transportation to and from to access beaches would be a study I would like to see. The parking on the highway needs to stop. Dangerous for everyone on the road.
13	I would like to see. The parking on the highway needs to stop. Dangerous for everyone on the road.
14	Stop people parking along the sides of the road. Need enhanced parking and more patrol of illegal parking
15	no
	A bike/pedestrian trail off the highway would be best. With people parking in the bike lanes, it forces the bikes and pedestrians into the roadway.
16	pedestrians into the roadway.
17	feasibility of adding a central lane for turning left and separating traffic
	Yes., The main boat beach facilities (Cave rock and Sand Harbor) overemphasize power boats. Parking for Kayak/SUP fills up very early every day, while powerboat trailer parking is only even 50% utilized on holiday weekends.
18	weekends.
19	it at all possible can roadway be widened to add center lane and bike path[at least on one side]
	Just too much visitation, I don't even like going up there. If there was a way to better manage visitation and parking that would be best.
20	parking that would be best.
21	no
22	Most important is parking issues or improved (FREQUENT AND ADVERTISED) transit options for ease of access to recreation - could there be large parking lots on either side of the corridor? . Extend paved bike path along the entire length would also reduce traffic - especially if you partnered with the scooter companies maybe?
23	More convenient transportation options and safer access for bicycles would improve the corridor without adding more parking. More convenient parking only rewards people who drive!
24	Primarily more parking facilities; and parking for multiple vehicle types, not just cars
25	Mainly safe biking options throughout the area. If there were more safe biking options I would use my bike more often to access recreation areas within the corridor.
26	Please keep it pristine though accessible. I don't mind paying a reasonable fee for all day parking
27	no
28	Round Hill Pines. Warrior Way. 28 and 50. All need traffic signals
	east shore beaches are crazy busy without any restroom facilities, and I'm surprised more people aren't killed near their car (unsafe parking and walking ability)
29	their car (unsafe parking and walking ability)
30	No
31	Enforce the tow away zones. If towing isn't possible, begin using the boots to lock the tires.
	I primarily use this corridor as a cyclist. Definitely needs bike/ped improvement to improve non-motorized use and safety. Downhill portions aren't that bad when moving at close to the speed of traffic flow and can take a lane. Uphill portions are terrifying when being buzzed by large trucks, boat trailer, and RVs traveling at freeway speeds. . Regardless, improving bike/ped safety probably needs a protected travel corridor. Most casual cyclists and families aren't going to use any portion that shares the highway speed lanes with motorized traffic.
32	aren't going to use any portion that shares the highway speed lanes with motorized traffic.
	Just good luck, and very difficult set of competing use demands, the east shore and corridor getting reputation for being jammed.
33	being jammed.
34	don't pave over paradise to make a parking lot
	who is responsible for emptying the dog do-do trash cans in the Kahle meadow paved pathway (Tahoe Trail)? That trail is a mess with refuse, especially in the winter when it's used to snowshoe, cross country ski, and hike. Dog bags are sometimes provided but the cans are overflowing and bags are left all along the path along with non-compliant dog owner's refuse.
35	compliant dog owner's refuse.
	As mentioned in earlier responses, come up with a way to get around Cave Rock Tunnel on a bicycle. I have mostly stopped bicycling around the lake because of the tunnel. Perhaps a walkable path on the uphill side, or rebuild the wooden road that existed before the tunnel.
36	the wooden road that existed before the tunnel.
	The roadway is unsafe for cyclists or pedestrians. Only a separate trail will fix this problem. Also, it is very difficult to find a place to launch non-motorized watercraft (paddleboards and kayaks).
37	find a place to launch non-motorized watercraft (paddleboards and kayaks).
	Need a safe crossing of US 50 at Spooner summit. Also need a separate bike path for access to the east shore beaches.
38	beaches.
39	Space for bikes on public transit



# What is the Anticipated Study Timeline?

The overall study is anticipated to take approximately one year. Throughout the study process, there will be multiple opportunities to participate and provide feedback. NDOT is dedicated to ensuring the U.S. 50 CMP is built upon the active input of residents, travelers, businesses, and other important stakeholders.



## How You Can Stay Involved:

In addition to the June 2021 Public Canvassing Tour, NDOT will be holding additional public outreach to receive feedback on the Draft Strategies and Solutions and the Draft Corridor Management Plan. The Study Team is also available to meet one-on-one with Homeowners Associations, General Improvement Districts, and other interest groups upon request.

To be added to our contact list to be notified of future input opportunities, to provide comments, or ask questions, contact: [mchandler@dot.nv.gov](mailto:mchandler@dot.nv.gov)

## Visit Our Website!

Scan the QR code below to see the latest information on the study website.



Or visit [dot.nv.gov/us50eastshore](https://dot.nv.gov/us50eastshore)

The Nevada Department of Transportation (NDOT) is seeking your input on U.S. 50 in Lake Tahoe’s East Shore, from the California/Nevada state line to Spooner Summit.

We want to know what issues, concerns, and opportunities you see within this diverse, 13-mile scenic corridor.



## What is the U.S. 50 Corridor Management Plan?

US 50 along the east shore of Lake Tahoe experiences significant demands from a range of travelers including visitors, recreationalists, residents, commuters and regional traffic. The US 50 East Shore Corridor Management Plan (CMP) will assess and evaluate needs along the 13-mile corridor, from Spooner Summit to the California state line, within the Lake Tahoe Basin. The CMP will create a transportation mobility vision, develop supporting goals and identify improvement strategies for the corridor based on existing regional plans, stakeholder input and assessment of travel and safety data. The study will examine potential multi-modal solutions, including pedestrian, bicycle and local and regional transit services, as well as innovative transportation and mobility strategies to serve the unique seasonal and massive visitor-driven fluctuations in use. As a planning-level study, the CMP will inform future project development by NDOT and partner agencies.





# What are the Goals of the U.S. 50 CMP?

The CMP will focus on several overarching goals. These goals will be further detailed through the active involvement of study partners, stakeholders and the public:

- Improve Safety
- Expand Multi-Modal Transportation Choices
- Enhance the Visitor Experience
- Protect Lake Tahoe
- Promote Economic Vitality

## Did You Know?

Cave Rock is known as De-Ek Wadapush to the Washoe Tribe of Nevada and California and is listed on the National Register of Historic Places as a traditional cultural property.



## Study Area

U.S. 50, from the state line to Spooner Summit, is a very diverse corridor, providing access to the resort corridor in South Lake Tahoe, serves world class recreation destinations, carries large numbers of tourists and day visitors, as well as regional and intra-state travel and commerce. This study primarily addresses the area north of the approved US 50 loop road study and will be complimentary to that study.



# What Other Agencies Are Involved?

NDOT is working closely with interested and affected local, state, and federal agencies to ensure collaboration and support long-term implementation. Study agency partners include:

- Douglas County
- Federal Highway Administration
- Nevada Highway Patrol (NHP)
- Nevada State Lands
- Nevada State Parks
- Nevada Tahoe Conservation District
- Tahoe Regional Planning Agency – Metropolitan Planning Organization (TRPA-MPO)
- Tahoe Transportation District (TTD)
- United States Forest Service - Lake Tahoe Basin Management Unit (USFS – LTBMU)
- Washoe Tribe

## How Does this Study Relate to the Public Meeting NDOT Held in 2017?



The 2017 public meeting depicted potential concepts for changing the US 50 roadway configuration. The public response was extensive and NDOT heard you! The US 50 CMP is a fresh start to developing multi-modal solutions for the corridor and starts with a “blank canvas.” We want to hear from you and understand the needs of the corridor before developing any potential solutions.



# **2**

**Backbone U.S. 50**

**Canvassing Handout and Comments**





### Won't a potential roadway reconfiguration cause congestion?

The roadway reconfigurations are focused on reducing operating speeds closer to the posted speed limit, not to the point of congestion. The configurations will have adequate capacity for average peak traffic in 2045. When combined with strategies such as turn lanes and removing roadside parking on U.S. 50, the roadway should operate safer, more reliably, and provide a smoother flow of traffic during peak visitation periods.

### Have evacuations been considered?

Yes. Emergency evacuations are of the highest importance. The areas being considered for a roadway configuration are limited to the most constrained 35-percent of the corridor with the remaining 8.5 miles maintaining two lanes out of the Tahoe Basin. The recommended improvements of acceleration/deceleration and better turn movements are designed to improve traffic flow on the corridor.



The 2021 Caldor Fire was a reminder of the potential for catastrophic events in the Tahoe Basin. It also provided an opportunity to observe a live evacuation. During the peak evacuation period, urbanized South Lake Tahoe experienced significant congestion. However, U.S. 50 north/east of South Lake Tahoe was observed to perform quite well. Our study team includes emergency response and public safety agencies that are aware of the congestion that occurs in the City of South Lake Tahoe area and they will continue to be involved as their recommendations are critical to the corridor's success.

### Has a decision already been made?

No. NDOT is committed to obtaining as much feedback as possible during this study before any final decisions are made. Furthermore, many improvements will require additional environmental studies including more opportunities for public feedback and a deeper look at improvement details. Projects such as this take shape and evolve over time through consistent public input.



### When will proposed solutions resulting from the CMP be constructed?

U.S. 50 CMP recommendations will be implemented over time with early-action improvements implemented over the next few years. Currently, the only funded projects are: the new traffic signal at Warrior Way (construction 2023); Round Hill Pines entry improvements (construction 2022), and; resurfacing of US 50 currently planned for 2025, which could include some early action to improve striping and/or signage. Mid and long-term improvements will take more time to be constructed with possible implementation over the next five, 10 or 20 years depending on funding availability and other state and agency priorities through the One Nevada Transportation Plan. The One Nevada Transportation Plan is NDOT's statewide long-range transportation plan, which sets forth a performance-based prioritization framework to advance those projects that best support the Plan's overarching goals.



Winter  
2021



CMP Kick off

Summer  
2021



Public Canvassing

Winter/Spring  
2022



Draft Strategies &  
Solutions

Fall  
2022



Draft Corridor  
Management Plan

End  
2022



Study Completion

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## What is the U.S. 50 Corridor Management Plan?

U.S. 50 along the east shore of Lake Tahoe experiences significant demands from a range of travelers including visitors, recreationalists, residents, commuters and regional traffic. The U.S. 50 East Shore Corridor Management Plan (CMP) is assessing and evaluating needs along the 13-mile corridor, from Spooner Summit to the California state line, within the Lake Tahoe Basin.

The CMP vision is to, "Provide all users a corridor from lake to rim that reflects its National Scenic Byway status and the unique qualities of the East Shore of Lake Tahoe while promoting safety, defining connections to recreation areas, expanding transportation choices, improving water quality, and enhancing the enjoyment of Lake Tahoe." This expansive vision is supported by six overarching goals. The vision and goals will be further refined through the active involvement of study partners, stakeholders, and the public.



**Improve Safety**



**Expand Multi-Modal Transportation Choices**



**Enhance the Visitor Experience**



**Protect Lake Tahoe**

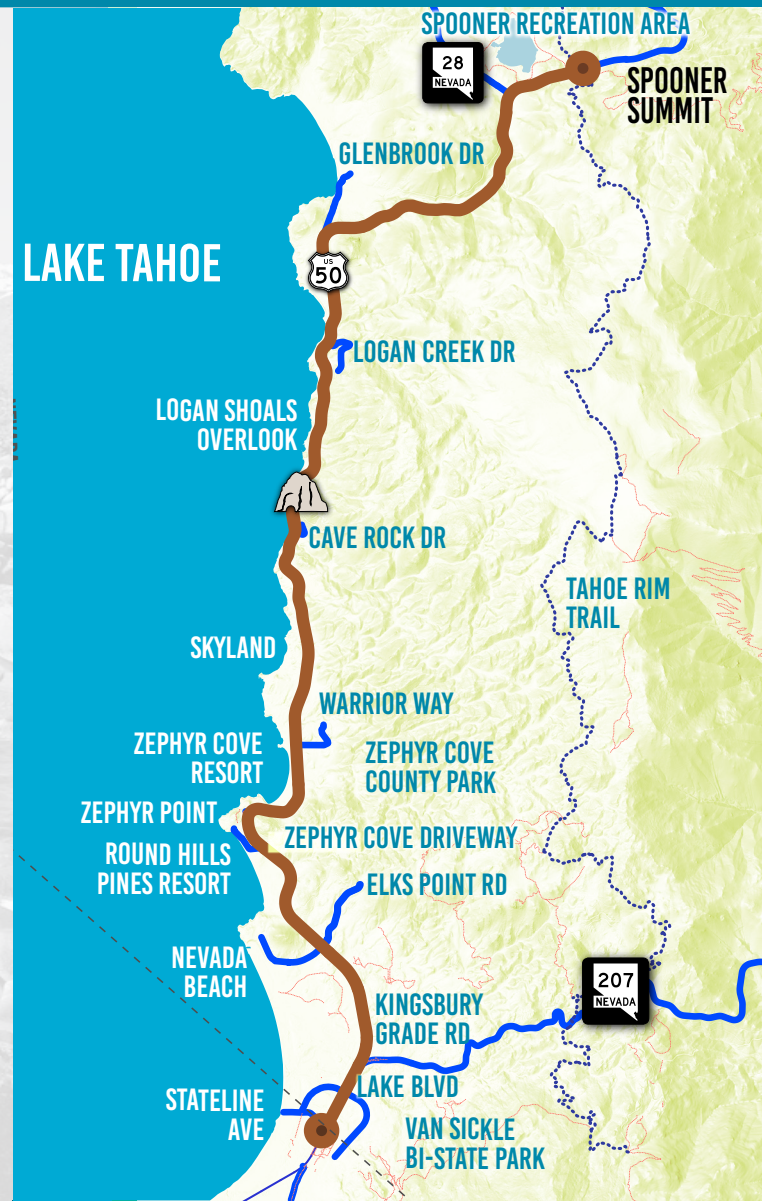


**Promote Economic Vitality**



**Promote and Enhance Agency Collaboration and Management**

LAKE TAHOE



### Study Area

U.S. 50, from the state line to Spooner Summit, is a very diverse corridor. It provides access to the resort corridor in South Lake Tahoe, serves world class recreation destinations, and carries large numbers of tourists and day visitors, as well as regional and intra-state travel and commerce. This study primarily addresses the area north of the approved U.S. 50 Loop Road Projects and Main Street Management Plan and will be complimentary to its efforts.



# How Are Potential Opportunities & Solutions Being Developed?

Five overarching parameters have been identified that help shape and inform the development of opportunities and solutions.

- Extending the Tahoe Trail is an established regional priority; preferably occurring within the U.S. 50 corridor and nearby public lands
- Expanding the paved roadway capacity is inconsistent with adopted policies
- Impacts to private property should be limited to the greatest extent possible
- Multimodal strategies are critical to address increasing recreational demand and creating alternatives to personal automobiles
- Safety, evacuations and emergency management are key priorities for all

In addition to these parameters, there is also the recognition that the needs of the corridor outweigh the available highway space and a balanced approach is necessary with each corridor segment requiring a unique balancing act.



## Agency Involvement

- |                     |                                  |
|---------------------|----------------------------------|
| ■ Douglas County    | ■ NV Tahoe Conservation District |
| ■ FHWA              | ■ Tahoe Regional Planning Agency |
| ■ NV Highway Patrol | ■ Tahoe Transportation District  |
| ■ NV State Lands    | ■ US Forest Service              |
| ■ NV State Parks    |                                  |
| ■ Washoe Tribe      |                                  |

# What We Have Heard

During the summer of 2021, the study team conducted a listening tour of the corridor to hear what issues and concerns the public had (80 attendees). Through that process, there was a clear and consistent concern around corridor safety. In fact, survey feedback suggested that:



- 62%** of residents prioritized high speeds and dangerous driving as a key concern
- 56%** of residents prioritized difficulty turning in/out of side streets and driveways
- 79%** of recreationalists noted the lack of safe bike and pedestrian options

During the spring of 2022, the study team conducted a second listening tour to receive feedback on potential “backbone” concepts to advance further as part of the study. Attendance was approximately double that of the summer 2021 tour (170 attendees). A wide range of feedback was received with the following key takeaways:

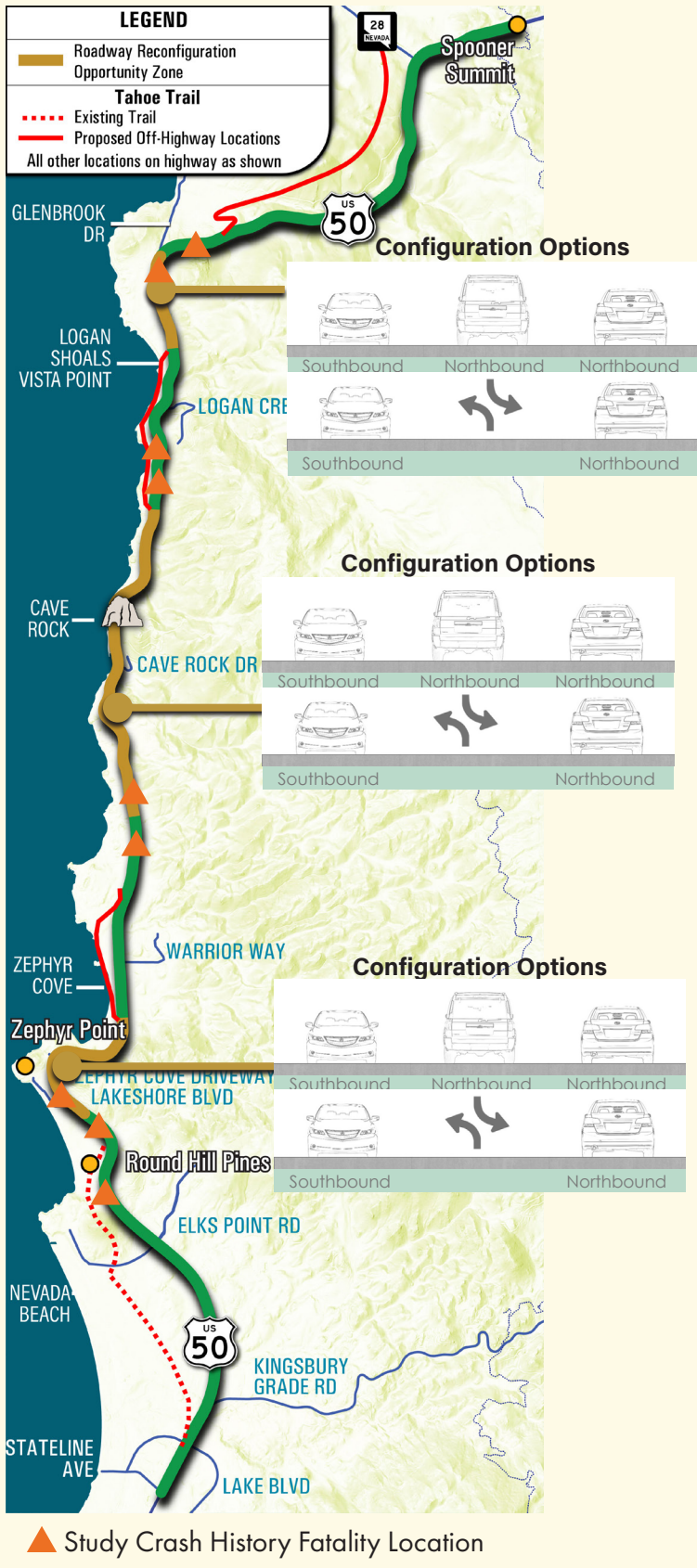
- There is broad consensus that something needs to be done to address safety/access concerns and most are in favor of speed reduction and turn lanes.
- The concept of lane reduction(s) received mixed feedback. Some are in favor while others are concerned it could cause gridlock.
- There is strong support for eliminating roadside parking on U.S. 50, for a potential roundabout at the S.R. 28 intersection, and for roadside multi-modal improvements south of Elks Point Road.

Throughout the study outreach process, the team has:

- Had over **225** individual conversations
- Logged over **530** comments
- Conducted **17** one-on-one meetings and presentations

# What is Being Considered?

To achieve study goals, the team brought forth two potential concepts to repurpose one or two lanes in approximately 35-percent of the corridor. The repurposing provides opportunities to incorporate turn lanes and acceleration/deceleration lanes. This will improve safety along the corridor and the Tahoe Trail as well as provide alternatives to the car. A detailed access plan will be developed as the preferred backbone concept is further advanced. The study team is analyzing the following specific treatments:



## What are the issues this study is solving?

U.S. 50 through the study area is more reflective of a previous era. Land use and residential communities have built out over time while recreation demand has increased dramatically. Through public engagement, we learned that the community sees the corridor as unsafe, dangerous and that speed is a real issue. The study data echoes these community concerns. U.S. 50 no longer reflects or safely supports the travelers it serves. The result is unmanaged roadside parking and access, dangerous conflicts between pedestrians and vehicles, difficulty turning in/out of side streets and driveways, queuing from turning vehicles in travel lanes, and excessive speeds. Through decades of data, we know that speed kills and speed has been a documented factor in over 1/3 of all crashes in this corridor. A range of strategies are needed to encourage more moderate speeds. The U.S. 50 East Shore CMP is intended to address these issues while balancing demand for recreation access, commerce, and a broad range of other competing needs as illustrated in the figure on the previous page.

## Do roadway reconfigurations really work to improve safety?

Reconfiguring the roadway to improve turning movements and reduce operating speeds is a proven safety countermeasure. The Federal Highway Administration (FHWA) notes that typical roadway reconfigurations can reduce crashes between **19%** and **47%**, even in rural locations. Some of the other relevant benefits include:

- Reduction of rear-end and left-turn crashes due to dedicated left-turn lanes.
- Reduced right-angle crashes as side street motorists cross fewer travel lanes.
- Fewer lanes for pedestrians to cross at crosswalks.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

More information is available at [safety.fhwa.dot.gov/provencountermeasures](https://safety.fhwa.dot.gov/provencountermeasures).



## Public Outreach Round 2

Douglas County Library (March 30, 2022), Lake Tahoe Visitors Authority (March 31, 2022), and Kahle Community Center (April 2, 2022)

Of the 170 participants at 3 Workshops, there were 258 Map Comments, 63 Comment Cards with 148 comments, and 33 emails with 90 comments.

Douglas County Library: 56 signed-in	Note: Comments submitted electronically are listed at the bottom of the sheet.
Lake Tahoe Visitor Authority: 45 signed-in	Note: Each participant may have left multiple comments
Kahle Community Center: 69 signed-in	
Total Signed-in 170	

General Map Comments		
Number of Comments	Comment	Response
1	Like idea of visual highway design ques to alert people or slow people	Noted
9	More Enforcement of No Parking areas and speed; 1- Add DUI check point near Round hill Pines Entry	Noted to Nevada State Police; limited on officers; Considering No Parking Zones and increased fines like SR 28.
1	Snow plows flip snow off highway down onto side street below hitting cars and people on street.	Noted to District II Operations
3	Opportunity to move mail delivery from Post Office to neighborhood delivery	Noted not within NDOT's control
14	<b>Subtotal Map Comments</b>	
Map 1: Spooner Summit to Glenbrook		
Number of Comments	Comment	Response
5	SR 28 & US 50 Roundabout is good or would slow traffic	Intersection Control Evaluation (ICE) will be done in this area to determine intersection control
1	Like to see roundabout with 2 lane unimpeded by-pass onto SR 28 from 50 and same going from 28 onto 50	Intersection Control Evaluation (ICE) will be done in this area to determine intersection control
2	Dangerous turning left off of 28 onto 50 needs to be resolved; Signal, Over/Under pass/Roundabout	Intersection Control Evaluation (ICE) will be done in this area to determine intersection control
1	Improve signage warning SB 50 of intersection SR 28	Intersection Control Evaluation (ICE) will be done in this area to determine intersection control
2	Rt turn from SR 28 on to 50 is confusing and people either turn into AIS or go to intersection to turn	Intersection Control Evaluation (ICE) will be done in this area to determine intersection control
1	Cement divider between opposing lanes of traffic like east of Spooner Summit	To consider engineering, emergency response agencies and operation concerns regarding length of divider, turn around points, etc.
1	No bike lanes Remember the Calder Fire not possible.	Emergency response is a high priority and will be further considered in the design phase.
1	No bikes on 50.	NDOT can encourage bikes to use alternate routes; Federal law allows bikes on US routes; Designated US bike route
1	Need bike lanes in this area	NDOT is considering where the Right of Way will allow.
1	Use old highway for bike path	Further Environmental Analysis will determine the exact location and treatments for bike and pedestrian facilities within each segment of US 50.
1	Secure loose rock falling	Noted to District II Operations
1	Icing issues in shaded area just north of Glenbrook	Noted to District II Operations
1	Keep wide shoulder for cars having trouble	Noted signage is planned to alert motorists of emergency pullouts and areas will be kept where possible.
1	Widen shoulder would help avoid those people seeing lake for first time	The plan is looking at providing select locations for pullout vistas to improve motorist experience; Right of Way is limited along US 50
2	Discourage parking on highway; Winter sledders crossing is dangerous move parking	NDOT is currently contracting design to move sled hill parking and boat inspection further North on SR 28; No Parking Zone will be implemented once new area is built. Funding for construction is available.
1	Center merge or turn lane for left turn out of Glenbrook needed	Noted to District II Operations
1	Add better trail access for trails at Summit and by Spooner Lake	Project is considering better parking solutions as well as pedestrian circulation in this area with NDSP and USFS.
1	Enlarge parking for trail access Spooner Trailhead	Project is considering better parking solutions as well as pedestrian circulation in this area with NDSP and USFS.
25	<b>Subtotal Map Comments</b>	
Map 2: Glenbrook to Tunnel/Cave Rock		
Number of Comments	Comments	Response
2	Need Bike lanes for safety	Federal law allows bikes on US Highways; NDOT is looking at lane alternatives.
6	Keep 4 lanes- fires safety; one lane will create backups, more accidents, road rage	Emergency response is a high priority and will be further considered in the design phase.
2	Need NB & SB turn lanes into Logan Creek Drive	Turn lanes to be considered in Alternatives
2	Move bike lanes up hill	Federal law allows bikes on US Highways; NDOT is looking at lane alternatives.
2	Do not go back and forth between 2 and 4 lanes chose one or the other to Round hill	Noted to be considered in review of Alternatives
1	likes the idea of lane reconfiguration	Noted
4	lanes is deadly design at high elevations icy curves likes 1 lane each direction wants landscape divider wide	Noted ice and snow will be considered as part of any Alternative selected
1	area	
1	Need shoulders for safety and snow removal	Noted; NDOT will be considering snow removal as part of any Alternative selected

	2 Center barriers where possible with breaks in center turn area for residential side streets	Center barrier pros and cons will be discussed as part of any Alternatives selected
	1 No reduction of lanes use a merge left for through traffic concept.	Merge left concept would help for right turning vehicles but not for left turning vehicles
	1 Do not want to encourage cars turning into Friedhoff Dr to turn around if turn lanes are added	Turn lanes are being considered throughout and not just at Friedhoff Rd.
	Concern with accidents when lanes go from 1-2 , 1-2 will it increase? People hurry to get past vehicles to merge	Merge points and signage to merge will be studied as part of any Alternative selected.
	1 Concern with changes to average speed, capacity with proposed changes.	Capacity has been analyzed and shown to meet future demands. Average speed expected to be closer to speed limit.
	1 Post Office how many people access their boxes daily, summer vs winter.	Unknown
	How many driveways? How many people here are year-round?	Approximately 62 driveways/cross streets between Glenbrook and Elks Pt. Road. Percent full-time residents is unknown.
	1 Is there a problem not sure? How many accidents- auto, bike & ped in this area?	Average is approximately 100 per year in the corridor. Crashes exceed statewide averages for similar roadway types.
	How many cars can realistically pass in this short 2 lane segment; how fast will they drive to pass: is less than a mile of passing lane	One mile passing lane length meets federal criteria.
	1 Round hill to Spooner all 2 lane road with passing lanes & bike path on both sides.	Noted
	Logan Shoals How many crashes here? How many wedding permits per year: What is capacity here/number of people who use it?	Study is proposing reconfiguring the parking pullout for the USFS Logan Shoals area with capacity a consideration and has considered a shuttle bus space for events; working with USFS
	1 Has the one solid line helped safety at Cave Rock?	Cave Rock continues to be a high crash activity area. Speed, barrier rails/tunnels, and ice are all common factors.
	1 Make dedicated bike lane in tunnels at Cave Rock	Unfortunately the tunnels will not accommodate a dedicated bike lane the study team is looking at other options.
	<b>32 Subtotal Map Comments</b>	
<b>Map 3: Cave Rock to Skyland</b>		
<b>Number of Comments</b>	<b>Comment</b>	<b>Response</b>
3	Do not take away 4 lanes; concerned about fire evacuation, emergency vehicles and snow removal	Noted; NDOT will be considering evacuation and snow removal as part of any Alternative selected
1	Need 2 lanes to move traffic out for fire evacuations and commuters	NDOT will be considering evacuation as a part of any Alternative selected.
3	No one lane road	Noted
1	3 lanes including center turn lane and bike lanes stripe it and test it (sticker just north of Skyland)	NDOT will consider a test section(s)
1	Roundabout at Cave Rock State Park to slow traffic	Intersection improvements are being considered in this area; Right of Way is a challenge for significant improvements;
1	Speed reduction or lane reduction add turn lanes (arrows in from of Lincoln Park area)	Safety and turning improvements are being considered.
	Need 4 way stop; Speed conditioning; extra lights at crosswalk with Lyons Dr Dangerous, Fast moving traffic	Intersection improvements and pedestrian safety are being considered in this area; Right of Way is an issue in this area;
4	doesn't stop. Pedestrian Bridge?	
	Add/expand turn lanes make getting out of all neighborhoods easier; NB/SB left turns into driveways; Hidden	Intersection improvements are being considered in this area; Right of Way is an issue in this area;
8	Woods hard to get out.	
1	Make this segment 2 lanes with turning lanes	Noted
1	At Cave Rock Crosswalk add flashing sign	Pedestrian safety in this segment is being considered
1	Create off-highway parking areas	Off-highway locations are being studied
3	Need bike lanes; create bike lanes to Stateline	Federal law allows bikes on US Highways; NDOT is looking at lane alternatives.
1	No bike lanes on 50	Federal law allows bikes on US Highways
1	No bike path through Lincoln Park Track	NDOT is not looking at carrying the bike path through Lincoln Park.
	No bike path through Skyland neighborhood	Bike Path alignment will be determined in future environmental study; however, analysis suggests there is room outside of fence to accommodate the bike path.
1	Move bike lane up on mountain	Federal law allows bikes on US Highways; NDOT is looking at lane alternatives.
	If bike lanes move off highway can you provide access to local residence	Federal law allows bikes on US Highways; NDOT is looking at lane alternatives. Resident access to off highway locations dependent on location.
1	To improve safety add rumble strips center line and side (fog line)	Noted to District II Operations
1	Add flashing speed sign as curve to south of Cave Rock	Speed-limiting signs are being reviewed.
1	Going to 1 lane is not feasible when CA comes in mass (too much volume)	Current and future roadway capacity has been analyzed.
	I know the idea is to slow fast drivers but how much does this proposal reduce the capacity of the roads? We	Current and future roadway capacity has been analyzed.
1	already get big traffic James?	
1	Reduce speed to 35mph Cave Rock to Stateline	Speed limits will be studied.
	Single lanes anywhere along this stretch (Skyland) will affect traffic when tourist get stuck no where else to move.	Current and future roadway capacity has been analyzed.
1	Need better lane marking to see at night; seems wear off each winter.	Noted to District II operations; regarding nighttime line marking; Snow removal does impact striping.
1	Need good lights in southbound tunnel (day & night)	Noted to District II operations;
1	Add lighting to crosswalk at Cave Rock cars speed and it is blind corner	Pedestrian safety in this segment is being considered
1	Word 'Bikes' with arrow down and out of Cave Rock	Noted to District II operations; regarding nighttime line marking; Snow removal does impact striping.
1	Passing Lane with arrow north of Skyland	Lane configuration and signage will be looked at with the Alternatives for each segment.
	Partner with USFS for bike path going up into the mountains; TRTA has a route; Go significantly east of 50	Future alignments of the bike path will be studied as part of the environmental analysis. However, mountain alignment does not serve locations along the corridor.
3		
	<b>47 Subtotal Map Comments</b>	
<b>Map 4: Skyland to Round hill Pines</b>		



Number of Comments	Comments	Response
3	No one lane whole corridor	Noted
4	Don't reduce lanes on 50 too much traffic; don't want 1 lane bottlenecks	
1	Keep 2 lanes a NB & SB For evacuations just change flow during that time.	Noted; NDOT will be considering evacuation as part of any Alternative selected
1	No one lane traffic anywhere build merge or turn lanes at specific key points	Lack of right of way is a key factor in adding additional width but will be looked at in each segment.
1	Concern transition 2 to 4 lanes will see cars accelerate quickly to pass slower traffic	Current and future roadway capacity has been analyzed.
2	If you reduce to one-lane each direction the flow will be too constant to allow driveway access(ZC to Lakeview)	Traffic signals on either side of this section provide traffic gaps during peak periods.
1	Address speed and blind curves for the 3 driveways (n. of Conference center) on 50 add flashing speed limit lights	Noted: NDOT is looking at Alternatives in this area to address speed issues and turn movements.
1	Arrows pointing north end of Dryfess 'Angry motorists behind slow traffic- full throttle passing slow traffic	Comment unclear.
1	One lane each way with divider to avoid head ons	NDOT has been considering barriers along each segment. Opening for numerous driveways/cross streets are a challenge.
1	New light at Warrior Way Move entry to Zephyr Cove Resort to share. This opens up ZCR parking to better parking options at HS& ES. Stop jay walking 50.	Warrior Way light is to be constructed 2023 with main parking off Warrior Way. Existing Zephyr Cove intersection will remain. Directional Signage by USFS .
1	Digital speed signage telling people how fast they are going before Skyland both ways	Digital signage is being looked at as part of this study
1	Skyland add guardrail	Noted to design team for review
1	Hydro plane water on road just south of Skyland subdivision	Noted to District II Operations
8	No Shoulder Parking on highway Skyland area south	Study is considering No Parking Zones as off-highway parking and transit is completed in each segment similar to SR 28 Incline to Sand Harbor.
1	People unload cars in travel lanes near on 50 and Warrior Way	Study team is working with USFS and Douglas County to add off-highway parking; with TTD on transit options; increasing fines and going to No Parking Zones similar to SR 28 Incline to Sand Harbor.
1	Put parking lot in Zephyr Cove	USFS will be adding interior spaces at Zephyr Cove near Warrior Way 2023. Study is looking at removing all shoulder parking to off-highway parking in this area.
1	No bike path or public walking through Skyland	There appears to be sufficient right of way to place the bikeway outside Skyland fence this would be studied further in the environmental analysis.
1	No bike lanes on 50 concerned about fire evacuation	Federal law allows bikes on US Highways; All alternatives proposed will consider Fire Evacuation routing.
1	keep bikes up on hillside away from Skyland subdivision	Federal law allows bikes on US Highways; Alternative routes will be considers in the environmental analysis.
1	For beach designate use and patrol use.	Noted to USFS
1	Get rid of signal light at Zephyr Cove to shared light Warrior Way.	Noted to design team to consider other types of intersection controls with the higher volume of turn movements in this area.
2	Want bike lanes; they could also be a place for snow in winter and provide safer shoulder	Noted Federal law does allow bike on US highways
4	Create off-highway parking; add more; link to beaches and trails	Design team is working with USFS and Douglas County to add both interior Zephyr Cove parking as well as off-site off-highway parking in this area with trail connections.
5	Create pedestrian crossing like Incline (tunnel or formalized Ped crossing) or bridges	Design team is considering underpasses as part of the planning process.
2	Link Bike path out to Zephyr Cove	Note to design team
1	Relocate the 'commercial use parking lots like busses and snowmobiles at Zephyr Cove for shoulder parked cars on Hwy 50.	Noted to USFS and design team
6	35 mph ZC thru Lakeview Dr/Marla Bay/Bourne Meadows /Skyland to Stateline/Cave Rock to Stateline	Noted to design team for review
6	Center/Left turn lanes ZC thru Lakeview Dr/ Marla Bay	NDOT is looking at Alternatives to address center and left turn movements in this area.
7	Need traffic light or traffic circle/ intersection improvements Lakeview, N. Martin, Lakeview, Sierra Summit?, Zephyr Cove Resort	NDOT is looking at intersection controls and turn movements to address these areas
1	Roundabout at existing Zephyr Cove Resort won't work	Noted to design team for review
1	Roundabouts won't work here put in traffic signals	Intersection control evaluation (ICE) would be done to look at solutions when an Alternative moves into final design
1	Is stop light a solution, there is more stopping.	Intersection control evaluation (ICE) would be done to look at solutions when an Alternative moves into final design
1	No right turn sign for ZC Lodge	Noted to District II Operations
1	N. Martin cut out rock embankment so people coming out can see to the left.	Study is considering better turn movement options in this area
1	Existing bike path end create bridge and move to mountain side	Future alignments of the bike path will be studied as part of the environmental analysis.
2	Lakeview by Pine Cone Lodge is to steep trailers or long vehicles bottom out vehicles have gotten hung up.	Noted to design team and to Douglas County
1	Don't remove the shoulder parking south of Lakeview mountainside people use it to access the lake through Marla Bay	Noted to design team for review
1	Look at Tahoe Dr./Myron & 50 people U-turn there to grab shoulder parking. People stop in fast lane no warning to make U-turn.	Noted to design team
1	Prevent U-turns at Skyland entrance	Noted to design team
1	People going speed limit in fast lane are passed at high rates of speed in slow lane	Speed reduction is one of the objectives of the project concern noted to design team.
1	Clear trees too close to roadway	Noted to design team and USFS

	Consider capacity at the beach if the parking continues on the roadway.	Capacity is a concern; Off-highway parking is being explored with USFS and Douglas County with No Parking Zones on highway.
1	Need reliable transit system or cars & traffic will continue.	Noted to design team and to Tahoe Transportation District
1	Timed stop lights Glenbrook to Round hill move traffic in and out accordingly.	Noted to design team
	How many people live here year-round vs use their vacation homes? Each side Zephyr Heights Marla Bay Restaurants.	Percent full time versus part-time is not known.
1	Icy area just north of Martin Dr. needs to be addressed	Noted to District II Operations
1	Snow removal issue ZC to Conference Center SB one lane it is unexpected.	Noted to District II Operations
1	Pedestrians why no stop light appears arrows are pointed at N.Martin	Noted to District II Operations and design team for review
2	Add Speed limit digital signs throughout segment from ZC to Lakeview in both directions	Digital signage is being looked at as part of this study
1	Your blocking driveway signs	Private driveway signage the responsibility of property owner.
1	If you build off highway parking don't allow US 50 parking we don't have the capacity	Capacity is a recognized concern; Design team is looking at No Parking Zones for the highway.
1	Consider talking with the folks who own the Hilfiger estate regarding frontage and better access for ZH	Noted to design team
1	Deadman's Curve	Deadman's Curve is being looked at by the design team.
93	<b>Subtotal Map Comments</b>	
<b>Map 5: Round hill Pines to SR 207</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
1	Round hill Pines intersection left turn movement to center turn lane	Noted to design team
1	Concerned new Round hill Pines entry is being done in haste without full safety considerations	Noted to USFS and design team
1	Add stop light arrow points Sierra Colina subdivision	Noted to design team
1	No Shoulder Parking in this segment	Design team is considering No Parking Zones in this area with increased fines similar to SR 28 Incline to Sand Harbor..
2	Create off-highway parking for the shoulder parking; add more parking Nevada Beach & Round Hill Pines	USFS is constructing new entry & parking Round Hill Beach summer 2023; Design team is discussing with USFS Elks Point Rd parking issues.
1	Add parking on Elks Pt diagonal (Ponderosa example)	Design team is working with USFS and Douglas County to improve Elks Pt. road parking to off-site off-highway parking in this area.
1	Open beach parking year round	Noted to USFS.
1	Must provide bike lanes	Federal law allows bikes on US highways; Noted to design team.
1	Get bikes & pedestrians off 50	Federal law allows bikes on US highways; Bike, pedestrian safety with be looked at by the design team.
1	Provide wildlife crossings at creek crossings	Noted to design team
1	Better Signage	Noted to design team
1	Move bike path to mountain side	Alignments for the bikeway will be studied in future environmental analysis
1	Consider increased parking needs Barton Medical Center already not enough parking available Kahle Dr area	Noted to design team, Douglas County and USFS
1	Improve intersection Kahle Dr/50 better pedestrian sidewalk and bike path connections.	Noted to design team and Douglas County
2	More parking Kahle trailhead area	Noted to design team and Douglas County
1	What does more parking near Kahle mean? Does that parking lot fill up?	Yes the parking lots fills and there is spillover onto Kahle Dr.; Design team is working with Douglas County and USFS on solutions.
1	Ask Barton if their parking lots would be available for trail parking?	Noted to design team
1	Work with KGID & DC for a solution to access Kahle trail to beach need to divert people to NV Beach	Noted to design team, Douglas County and USFS
1	Enforce No Parking for entire US 50 to Summit No Parking	Design team is looking at No Parking Zones; increased fines and enforcement with Douglas County.
1	How will this work give 4 to 2 lanes and traffic jam issue?	Existing and future capacity has been analyzed.
22	<b>Subtotal Map Comments</b>	
<b>Map 6: SR 207 to Stateline</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
5	Add Bike Ped improvements on east side	Noted to design team
4	Add bike path Existing sidewalk on west side	Noted to design team.
1	Right turn from 207 to 50 is dangerous in the winter	Intersection is being looked at by design team; will need to work with Barton Health
1	<b>Improve signal timing 207</b>	Noted to District II operations
1	Get Bikes off Kingsbury Grade	State law allows bikes on state routes
1	No Bikeways	State law allows bikes on state routes
1	Divert visitors to Kahle to walk to NV beach- transportation	Providing transportation choices are to be considered in the plan alternatives.
1	Since the loss of turnouts fatal highway wrecks have increased.	Noted to design team
1	No repurposing lanes	Noted to design team
2	Need Roundabout at 50 & Lake Parkway	This is being handled under a specific study for that intersection; Noted to design team.
2	No Roundabouts	Noted to design team
1	Linkage to 207 for commercial corridor (main street program a possibility on Kingsbury Grade	Noted to design team
2	Loop Road yes; Do that	Noted to design team

1	35 mph Stateline to Cave Rock	Speed limits are being looked at for each segment of the corridor.
1	Fix Boulder (rockfall) issues on 50	Noted to District II operations
25	<b>Subtotal Map Comments</b>	
258	<b>Total Map Comments</b>	

Comment Forms Total 63 (17- Library; 7- Visitor Center; 39- Kahle Community Center)		
Number of Comments	Comments Information Cards/Forms	Response
5	Reducing to One lane traffic will back up; forces those with 4-wd to go slower behind speed safe for 2wd without snow tires; could hurt our economy	Existing and future capacity has been analyzed.
2	No reduction from 4 lanes- to accommodate bike lanes	Noted to design team
1	Add turn lanes only if you don't reduce 4 lanes	Noted to design team; Right of Way is limited along US 50
1	Generally agree with concepts but would like to see what impacts are to congestion and impact to passing at transition points	Noted to design team
2	Keep 4 lanes as much as possible or keep one lane to minimum	Noted to design team
1	Having east bound evacuations reduced from 3 lanes to 2 lanes doesn't make sense.	Emergency evacuation will be consider with proposed Alternatives
2	Widen the road where possible to allow a right turn lane or extending existing center turn lanes	Noted to design team; Right of Way is limited along US 50
1	Do a trial shift of lanes mid July to see impact	Noted to design team
1	If you reduce to one lane traffic will move to Kingsbury to avoid congestion more accidents then on Kingsbury	Diversion to SR207 has been considered and not likely to occur under most conditions.
1	If you reduce lanes in the ZC- Lakeview stretch you will need stop light at Lakeview so that residents can get in and out.	Noted to the design team; Intersections in this area are being reviewed.
1	Opposed to reducing lanes on 50 need passing lanes and not aggressive drivers behind tourist going slow. Narrowing should be last resort.	Noted to design team; Right of Way is limited on US 50 for passing lanes.
1	Don't support reducing lanes 4 to 2 ok to reduce speed in certain places	Noted to design team
1	Concerned transition areas from 2 to 4 lanes folks will speed up to pass creating more accidents acceleration is a bigger factor in crashes than velocity(50 Placerville)	Passing opportunities far close than on US50 towards Placerville. Lane closures for construction/maintenance have not identified issues.
1	Concerned about going to 2 lanes when it comes to winter snow/ice management	Noted to design team snow and ice is management will be considered in proposed Alternatives.
1	Concerned that it is already hard to cross the existing lanes how will reducing lanes improve turning at Cave Rock, Lakeridge, Hidden Woods area	Center turn lane provides refuge to negotiate one lane at a time versus current condition.
1	Doesn't support one lane from Spooner to Zephyr Cove speed limit should be reduced instead concern with winter snow removal, fire evacuation in this segment.	NDOT will be considering speed-limiting solutions as well as emergency evacuation, and snow removal in proposed alternatives.
1	Need turn lane by Camp Galilee fire station and Post Office there was one there previously.	Noted for District II operations and design team review.
1	Need turn lane by Logan Shoals parking it is a trailhead and we need to continue parking there. Also, keep north Logan Shoals parking access.	Design team is working with USFS to improve/formalize the parking at Logan Shoals which would also look at turn movements.
1	Keep 4 lanes in front of Skyland	Noted to design team
1	Resident of Zephyr Heights opposed to one lane on any of US 50 because of visitor volumes; snow removal restricts lanes now; fire evacuation; would like turn lanes	Noted to design team; Right of Way is limited in this area; NDOT will be considering fire evacuation and snow removal in each segment of the corridor.
11	Reduce speed to 35 mph add speed signal; Zephyr Cove, Cave Rock or other residential high volume areas; 1- could be Stateline to Glenbrook; or 45 mph is to fast	NDOT will be considering speed limiting solutions for all segments of the corridor.
3	Zephyr Cove area and ZC to Marla Bay center turn lanes are needed or 1- no turn with a place to turn around nearby.	NDOT will be looking at this segment to improve turn movements; Noted to design team turn around issue.
1	Add middle turn lanes between Sadie Lane or Cave Rock Boat area to Hidden Woods	NDOT will be looking at this segment to improve turn movements; Noted to design team turn around issue.
1	Electronic trip signal on all driveways that connects to flashing sign warning drivers on highway of cars entering highway but please no constant flashing or streetlights	Noted to design team
1	Flashing warning signal warning of blind driveways Cave Rock area south along with Convex mirror on lake side upper Lakeridge can see cars	Noted to design team
1	Place speed calming on US 50 near approach to intersection Cedar Ridge/Tamarack	NDOT will be considering speed limiting solutions as well as turn movements in this segment.
2	Merging lanes-Force all west? Bound traffic thru traffic into far right lane for about 1/4 mile from Sadie to Hidden Woods (like Johnson Lane)	Through traffic merging would help with left turns but would conflict with right turns.
9	Shoulder Parking should be removed to off-highway lots	NDOT is working with USFS and Douglas County to relocate shoulder parking to off-highway sites and move to No Parking Zones with increased fines.
1	Increase fines for illegal shoulder parking	NDOT is working with USFS and Douglas County to relocate shoulder parking to off-highway sites and move to No Parking Zones with increased fines.
4	Off- Highway Parking lots- add more throughout with safe connections; Dreyfess has no parking; move snowmobiles & buses somewhere else so cars can park,	NDOT is working with USFS and Douglas County to relocate shoulder parking to off-highway sites and move to No Parking Zones with increased fines; This includes Dreyfess area; Noted to USFS snowmobile & bus issue.
1	Paid Parking on corridor	Noted to Douglas County, USFS, and Tahoe Transportation District; NDOT
1	Like to see safer intersections: Lakeview Dr with middle turn lanes	Noted to design team; NDOT is looking at solutions to turn movements in this area.



13	Prefer signals at intersections; Warrior Way, Lakeview, Marla Bay etc. synchronized to other lights; 1- like light at SR 28 & 50	Noted to design team.
1	Prefer Roundabout they work to slow traffic, eliminates idling, continuous flow, better for pedestrians	Noted to design team.
2	Roundabouts work if they are built large enough	Noted to design team.
	Consider the Meyers roundabout its design does not work it backs up and residents can't enter into circle.	Noted to design team.
1		
1	Provide safer entrance to Round hill Pines	USFS is constructing new entry, 2023
4	No Roundabouts feel they don't work	Noted to design team.
1	Bike lane strongly in favor	Noted to design team.
	No Bike lanes; no increase to bike lanes; they don't stay in their lanes esp. groups, they are small minority, not from NV don't pay taxes; thru tunnel is dangerous.	Federal law allows bikes on US highways; Noted to design team.
4		
1	Bike trail near Cave Rock shouldn't be on 50 needs to be off road like Incline Village.	Project team will be working with the tribe to seek solutions.
	Bike Path should be separate; like bike path system or likes Incline Village would be safer than bike lanes.	Noted to design team; Federal law allows bikes on US Highways; Separated paths can offer users a transportation choice.
5		
2	Very interested to have bike path connect Marla Bay to Round hill Pines	Noted to design team, USFS and Douglas County.
2	Pedestrian/bike bridges or tunnels is best in high visitor areas	Noted to design team.
	Bike Path on forest land where it is option and then drop back down to connect to recreation areas; 1- they can use other trails around the lake	Future alignment of the bike path will be studied, and alternatives looked at in the environmental analysis.
3		
	When the bike path is added to ZC Resort trash collection will be critical; keep it next to highway out of residential neighborhoods.	Noted to design team; future alignments of the bike path will be studied in the environmental analysis process.
1		
3	Pedestrian crossings with flashing signals activated by user; Lyons Ave	Noted to design team NDOT is looking at the pedestrian crossing in this area.
1	Add turnouts paved so people can safely turn around	Noted to design team.
1	Widen road; if you follow existing outdated policy you will create new/more problems than you solve	Right of Way is limited; Noted to design team
	Need access daily basis to shopping and emergency services using our vehicles this will negatively impact us.	Noted to design team.
2		
1	What are the costs and where does the money come from?	Cost estimates to be included in final report. Funding not yet identified.
	Concerned that people will shoulder park in turn lanes or acceleration lanes	Project team is looking to move shoulder parking to off-highway parking lots; install No Parking Zones and increase fines.
1		
2	Paint lines on highway every year	Noted to District II operations
	Lincoln Park 7 rental houses, each with 4-8 cars suggest TRPA & DC create tourist zones & limit commercial activities 20-30 cars in our neighborhood impacts 50	Noted to TRPA
1	Transit free	Noted to Tahoe Transportation District
	Shuttles are useless to accommodate transit where will the parking lots be built.	Off-highway parking lots are being looked at with USFS and Douglas County in concert with other transportation choices.
1		
	Concerned that shoulder parking will increase where roadway is reduced to one lane	Project team is looking to move shoulder parking to off-highway parking lots; install No Parking Zones and increase fines.
1		
	Concerned about safety and evacuations; improve communications and digital message signage to help both residents and tourist.	Noted to design team; NDOT will be considering emergency evacuation with the potential Alternatives this includes improved communications and digital signage.
1		
	Very good ideas were presented that would improve safety on 50. I've lived here over 50 yrs. I think improvements need to be made.	Noted to design team; Thank you.
1		
	You received comment in 2017; now you are requesting comment again; what has been developed since last listening tour?	2017 concepts have been reconsidered and further refined. Recommendations have changed.
1		
	Changing behavior of visitors and residents speeding is impossible-only falling boulders make us focus!	Transportation solutions regarding reducing speed are rarely easy and require multiple approaches from visual ques, alterations to the highway and enforcement.
1		
	Most accidents involve tourist and not locals	All travelers deserve a safe roadway.
1		
	Reducing speed will not be effective People will speed no matter what the posted speed.	NDOT's primary goal is safety therefore, we will always try to seek solutions to reduce speeds and prevent accidents.
1		
	noise meters for vehicles without proper exhaust	Noted
1		
	Take the most controversial proposal and maybe the most logical and do a 6 month test i.e. 3 lanes with the center turn lane	Noted to design team.
1		
	Lakeview needs to be fixed there are 6-10 accidents there per year. Martin come out on a blind corner	NDOT is considering Alternatives to improve the intersection turn movements in this area.
1		
	Deadman's curve Zephyr Heights consider electronic display to warn motorist driving out of subdivision on N. Martin that cars are coming.	Noted to design team.
1		
	No specific accident data has been presented so can't make determination that something less than 4 lanes is safer.	Crash data available on the study website documents
1		
	Can you provide GPS or traffic data.	Traffic data available on NDOT website and in study documents available on study website.
1		
	Managers of Zephyr Cove should be compelled to help solve the parking problem not just NDOT	NDOT is working with USFS and Douglas County in this segment. USFS is constructing some off-highway parking near the new Warrior Way signal in 2023.
1		
2	Very Bad idea or destroying Tahoe (no other written comment)	Noted.
2	Concerned with evacuations during fire and winter storm.	Emergency evacuation and snow removal are a priority for NDOT and will be considered as Alternatives are developed.

1	Utilities not listed as study partners, should be at table	NDOT will be reaching out to the utilities as the study progresses.
1	Also, feels a study goal should be residential approval.	Noted to design team.
	Thanks-Looking forward to hearing about future plans appreciate the meeting and all the people to explain the plans open meetings are important.	Thank you.
1	I prefer presentations rather than workshop	Noted to design team.
1	Suggest work with all the agencies and come up with solutions similar to Incline Village bicycle/walkway.	Noted to design team.
1	What is happening with the water treatment facility at Lyons & 50? Temporary structures & barriers.	Status unknown
1	Consider daily commuters to many slow spots negates the primary purpose of a highway.	Noted to design team.
1	Transit won't impact residents at lake it really is for tourist	Noted to Tahoe Transportation District. Transportation choices like shared paths and transit for visitors can reduce traffic on roadways.
1	Transit hub/stop should be set up at Safeway to drop and pickup visitors	Noted to Tahoe Transportation District.
1	Seek input from NHP, NDOT road crews they live it.	NDOT will be seeking input from Nevada State Police and District II operations.
1	USFS vendor jacked up prices which makes people park on highway and in neighborhoods to avoid fee.	Noted to USFS
148	<b>Comments Information Cards/Forms</b>	

Comments submitted electronic Rd 2 Total 33		
Number of comments	Comment Submitted Electronically	Response
3	Oppose reducing traffic lanes cites there is 140 ft of ROW why aren't you using it; cited traffic jams because of accidents; how would life flight land; make evacuations worse.	ROW varies significantly with topographic constraints in many areas. Evacuations are being considered by the design team.
1	Can't imagine single lane Why don't you make a center turn lane;	Lane reconfigurations being considered to create room for turn lanes. Right-of-way, topography, and development make widening for turn lanes a major challenge.
7	Oppose single lane cited difficult for locals who work around town to get anywhere or cited fire evacuations; felt it was being done solely for bikes & peds.	Reconfigurations are being considered to improve and safety and turning. Evacuations are being considered by the design team.
1	Build roundabouts and left turn lanes anything to slow traffic "its not the wild west anymore"	Noted to design team; Intersections are being looked at within each segment of the highway.
1	Wants roundabouts or lighted intersections where appropriate	Noted to design team; Intersections are being looked at within each segment of the highway.
1	Wants one lane, with center turn lane and bike & ped access Hwy 50 is outdated engineering it is dangerous too many accidents needs to be fixed.	Noted to design team; Transportation choices including bike and pedestrian and transit are being considered in the development of Alternatives.
1	Crucial to address speed & noise come down Spooner to Glenbrook terrible accidents	Noted to design team;
1	Don't narrow lanes Spooner to Glenbrook cited RV's, Trucks, Rock slides	Noted to design team;
1	Safety should be priority wants middle turn lane 2 fatal between Hidden Woods & Cave Rock	NDOT is concerned about the number of fatalities and is looking at this segment of the highway for solution to slow speeds and improve turn movements.
1	Supports reducing lanes after seeing success in Oregon scenic byway	Noted to design team.
1	wants one lane through tunnels and south from CR State Park through curves	Noted to design team. Alternatives are being developed for this segment.
5	Need turn lanes cited Skyland, Cave Rock, Zephyr Resort to Lakeview area need left turn lane	Noted to design team. Alternatives are being developed for this segment.
1	Don't reduce lanes it will make it harder to get out of Skyland citing line of traffic will be longer	Noted to design team;
1	Opposed to single lane Stateline to Carson City cited winter gridlock	NDOT is working to find solutions to lessen the impact that the I-80 closure has on US 50.
1	If reconfigured add emergency lane or show how that would work	Emergencies and evacuations will be considered in the design Alternatives.
1	SR 28 & US 50 add protected left turn with light at intersection	Noted to design team; Intersection Evaluation study is planned for 28/50
5	Need shoulder parked cars parked off of highway and add off-highway parking.	NDOT along with USFS and Douglas County are looking at off-highway parking sites, No Parking Zones and increased fines similar to SR 28 Incline to Sand Harbor.
1	We need left turn lanes for safety and roundabouts to slow speeds	Noted to design team; Alternatives will be developed looking at turn movements, acceleration and deceleration lanes and intersection controls.
2	We need bike ped access	Noted to design team; Transportation choices, including bike and pedestrian and transit, are being considered in the development of Alternatives.
3	Concerned for safety Lyons crosswalk wants pedestrian actuated light	Noted to design team and District II operations.
1	Lots of accidents Cave Rock area need to slow people down	Noted to design team.
1	Add speed calming devices to highway	Noted to design team.
1	Excessive speed throughout corridor	Noted to design team.
1	Southbound traffic needs protected right lane (south of Cave Rock) like the 395 Johnson lane area	Noted to design team; Alternatives will be developed looking at turn movements, acceleration and deceleration lanes and intersection controls.
1	Provide pullouts for disabled vehicles or emergencies	Emergency pullouts are being look at as part of the corridor study.
2	Want mirror at Cedar Ridge to see further around corner	Noted to design team.
1	Use old Hwy 50 for bikes and pedestrians would enhance safety	The bike path environmental analysis will look at viable alternatives for each segment of bike way.
1	NDOT should explore the old highway route around the tunnels for a bike/ped bridge structure it would be safer.	NDOT will be reaching out to the Washoe Tribe to explore alternative routes when that segment is in design.
1	Concerned about Zephyr Cove beach backup live on mountain side and can't make left turn out of driveway	The Alternatives in this area will be looking at turn movements from streets and driveways with the high capacity beach demand in the Zephyr Cove area.
1	Concerned that adding turn lanes by reconfiguring lanes will increase accidents as motorist merge prefer slowing traffic	Merge points have not been found to increase crashes over existing conditions.

1	Maintaining an effective flow of traffic should be a primary consideration congestion impacts tourism & economy	Reducing congestion including accident backups and maintaining flow at posted speed limit is a part of NDOT's design for each segment.
1	Vista Points need to be signed	Noted to design team.
3	Enforce speed limit	Noted to Nevada State Police; NDOT recognizes staffing limits and works to include speed reduction in our design in selected areas.
1	Enforce with the use of cameras focus on residents and commuters who speed	Nevada State Law currently does not allow but could be considered, it would take legislative action there are those who oppose and those that support.
2	Lower Speed limit	Noted to design team.
1	Lower Speed Limit from Glenbrook to Stateline to 40mph	Noted to design team.
1	Maintain current 50 mph speed limit	Noted to design team.
1	Add center barrier from SR 28 to Glenbrook	Center barriers will be considered within each segment.
1	Bike lanes are low on the list to few riders	Noted to design team.
1	Wants separated bike path he is an avid bike rider not necessarily lanes it is too dangerous with the speed here.	Noted to design team.
1	Concerned about removing lanes to add bike lanes just add bike path no bike lanes which will help to reduce	Noted to design team.
2	Add lane dividers in certain areas to prevent head-ons Spooner-Glenbrook and Zephyr Cove Resort to Lakeview	Lane dividers will be considered within each segment.
2	Add digital signs to remind motorists of their speed-- it helps and NDOT can collect data on speeds	Digital signs will be considered in the design process.
1	Current development of concert event center is going to make things worse with DUI's speed and mass traffic	Noted
1	Broadband infrastructure should be included	Broadband installation is a priority and is being installed as highway construction or repaving work is done. Example SR 28 resurfacing and Bikeway project completing 13 miles
1	Area from Glenbrook to Cave Rock not designed for 60 mph need to slow speeds it should be 2 lanes and 25 mph	Noted to design team.
1	Glenbrook noise is serious issue would like sound walls by Uppaway	Noted to design team.
1	There needs to be warning sign (DMS) back in Carson about stopped traffic got stuck 6 hrs when it was avoidable	Noted to design team.
1	Worried about snow removal if the highway goes to one lane	NDOT will be considering snow removal operations with any Alternatives selected and will work District II operations on this issue.
1	Concerned about snow removal with bikeway wall and doesn't feel people ride or walk along 50 should consult experts in snow removal first.	NDOT will be considering snow removal operations with any Alternatives selected and will work District II operations on this issue.
1	Concerned with bottleneck areas that reduce commute times into south shore area cited Barton & casino expansion will add employees commuting	Noted to design team.
1	Understands private property issues but wants more effort to obtain easements, land swaps or donations before putting in bike lanes on a 60mph road.	Federal law allows for bikes on US Highways each segment of highway will be looked at in regard to right of way.
1	Private and public properties should be required to meet their own parking demands on site not use Hwy 50 for parking.	Noted to design team.
1	Decisions should prioritize vehicles only.	Noted; NDOT recognizes all transportation choices within a highway corridor to address challenges and seek solutions.
1	Do you have data that supports use of transit	Transit is an important strategy. Refer to TTD Transit Master Plan for data and strategies.
1	Concerned it has taken so much time between 2017 and now to study the issue.	NDOT recognizes the delay and associated issues and is working to toward solutions.
1	Project will increase accidents	Safety is a primary study goal and recommendations are specifically designed to reduce crashes.
1	Not convinced that narrowing lanes on Spooner would increase safety provided link	Narrowed lanes have been shown to reduce crash severity due to lower average operating speeds.
1	Appreciated that the project goals were reflecting his priorities	Noted
1	Appreciate process but don't be like CA where delays ruin good projects	So noted thank you.
1	Great job appreciate all the work	Thank you
1	Noted Van Duzer Forest State Scenic Corridor signs with double fines below posted speed limit	Noted to design team.
1	Thanks great job suggests creating poster boards showing different point of view surprised how strongly people felt that their opinion was the only one that mattered.	Noted to design team.
1	You have highlighted the issues well details of actual design will help convey priorities against limited budgets Is there a time line (for implementation)?	Thank you, the Alternatives, to be considered will be the next step; some quick win solutions could be implemented with the 2025 resurfacing projects others will be a part of long-term implementation plan which will be a part of the CMP document.
1	East Shore is a treasure imagine the environmental, economic, safety, recreation improvement opportunities that could come out of this for next generation.	Noted to design team.
90	<b>Total Submitted Electronically</b>	

# 3

## Potential Alternatives by Segment Canvassing Handout and Comments





### Won't a potential roadway reconfiguration cause congestion?

The roadway reconfigurations are focused on reducing operating speeds closer to the posted speed limit, not to the point of congestion. The configurations will have adequate capacity for average peak traffic in 2045. When combined with strategies such as turn lanes and removing roadside parking on US 50, the roadway should operate safer, more reliably, and provide a smoother flow of traffic during peak visitation periods.

### Have evacuations been considered?

Yes. Emergency evacuations are of the highest importance. The areas being considered for a roadway configuration are limited to the most constrained 35-percent of the corridor with the remaining 8.5 miles maintaining two lanes out of the Tahoe Basin. The recommended improvements of acceleration/deceleration and better turn movements are designed to improve traffic flow on the corridor.

The 2021 Caldor Fire was a reminder of the potential for catastrophic events in the Tahoe Basin. It also provided an opportunity to observe a live evacuation. During the peak evacuation period, urbanized South Lake Tahoe experienced significant congestion. However, US 50 north/east of South Lake Tahoe was observed to perform quite well. Our study team includes emergency response and public safety agencies that are aware of the congestion that occurs in the City of South Lake Tahoe area and they will continue to be involved as their recommendations are critical to the corridor's success.

### Has a decision already been made?

No. NDOT is committed to obtaining as much feedback as possible during this study before any final decisions are made. Furthermore, many improvements will require additional environmental studies including more opportunities for public feedback and a deeper look at improvement details. Projects such as this take shape and evolve over time through consistent public input.

### When will proposed solutions resulting from the CMP be constructed?

US50 CMP recommendations will be implemented over time with early-action improvements implemented over the next few years. Currently, the only funded projects are: the new traffic signal at Warrior Way (construction 2023); Round Hill Pines entry improvements (construction 2022), and; resurfacing of US 50 currently planned for 2025, which could include some early action to improve striping and/or signage. Mid and long-term improvements will take more time to be constructed with possible implementation over the next five, 10 or 20 years depending on funding availability and other state and agency priorities through the One Nevada Transportation Plan. The One Nevada Transportation Plan is NDOT's statewide long-range transportation plan, which sets forth a performance-based prioritization framework to advance those projects that best support the Plan's overarching goals.

#### Study Timeline



For more information, visit the study website



[dot.nv.gov/US50EastShore](https://dot.nv.gov/US50EastShore)

Or Contact:

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## What is the US 50 Corridor Management Plan?

US 50 along the east shore of Lake Tahoe experiences significant demands from a range of travelers including visitors, recreationalists, residents, commuters and regional traffic. The US 50 East Shore Corridor Management Plan (CMP) is assessing and evaluating needs along the 13-mile corridor, from Spooner Summit to the California state line, within the Lake Tahoe Basin.

The CMP vision is to, "Provide all users a corridor from lake to rim that reflects its National Scenic Byway status and the unique qualities of the East Shore of Lake Tahoe while promoting safety, defining connections to recreation areas, expanding transportation choices, improving water quality, and enhancing the enjoyment of Lake Tahoe." This expansive vision is supported by six overarching goals. The vision and goals will be further refined through the active involvement of study partners, stakeholders, and the public.



Improve Safety



Expand Multi-Modal Transportation Choices



Enhance the Visitor Experience



Protect Lake Tahoe



Promote Economic Vitality



Promote and Enhance Agency Collaboration and Management

## LAKE TAHOE



### Study Area

US 50, from the state line to Spooner Summit, is a very diverse corridor. It provides access to the resort corridor in South Lake Tahoe, serves world class recreation destinations, and carries large numbers of tourists and day visitors, as well as regional and intra-state travel and commerce. This study primarily addresses the area north of the approved US 50 Loop Road Projects and Main Street Management Plan and will be complimentary to its efforts.



What are the Issues this Study is Solving?

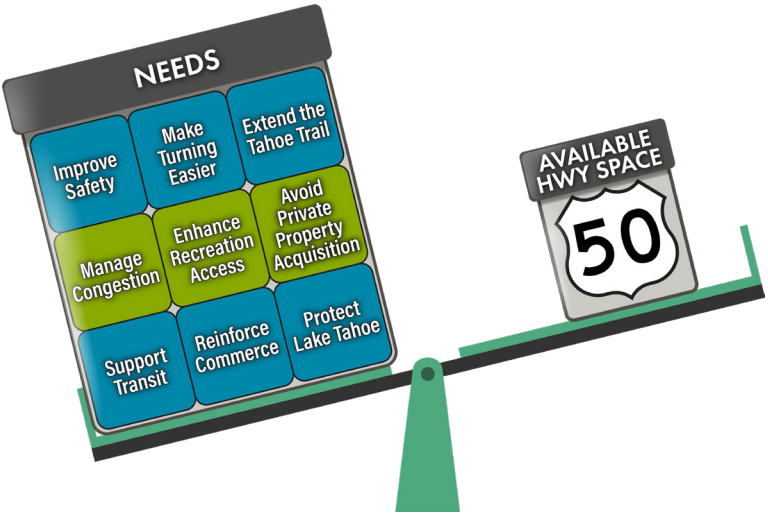
US 50 through the study area is more reflective of a previous era. Land use and residential communities have built out over time while recreation demand has increased dramatically. Through public engagement, we learned that the community sees the corridor as unsafe, dangerous and that speed is a real issue. The study data echoes these community concerns. US 50 no longer reflects or safely supports the travelers it serves. The result is unmanaged roadside parking and access, dangerous conflicts between pedestrians and vehicles, difficulty turning in/out of side streets and driveways, queuing from turning vehicles in travel lanes, and excessive speeds. Through decades of data, NDOT has learned that speed kills and speed has been a documented factor in over 1/3 of all crashes in this corridor. A range of strategies are needed to encourage more moderate speeds. The US 50 East Shore CMP is intended to address these issues while balancing demand for recreation access, commerce, and a broad range of other competing needs.

How Have Potential Alternatives Been Developed?

Five overarching parameters have been identified that help shape and inform the development of opportunities and solutions.

- Extending the Tahoe Trail is an established regional priority; preferably occurring within the US 50 corridor and nearby public lands
- Impacts to private property should be limited to the greatest extent possible
- Safety, evacuations and emergency management are key priorities for all
- Expanding the paved roadway capacity is inconsistent with adopted policies
- Multimodal strategies are critical to address increasing recreational demand and creating alternatives to personal automobiles

In addition to these parameters, there is also the recognition that the needs of the corridor outweigh the available highway space and a balanced approach is necessary, with each corridor segment requiring a unique balancing act.



What is Being Considered?

To achieve the study goals, the team has identified a range of alternatives including repurposing lanes in approximately 35-percent of the corridor. The repurposing provides opportunities to incorporate turn lanes and acceleration/ deceleration lanes. This will improve safety along the corridor and accommodate the Tahoe Trail, providing alternatives for drivers. These alternatives are coupled with other strategies such as prohibiting on-highway parking, intersection improvements, and other safety strategies.

Agency Involvement

Douglas County

FHWA

NV Highway Patrol

NV State Lands

NV State Parks

Washoe Tribe

NV Tahoe Conservation District

Tahoe Regional Planning Agency

Tahoe Transportation District

US Forest Service

Your Feedback Has Been Instrumental

Throughout the study outreach process, the team has:

Had over 225 individual conversations

Logged over 530 comments

Conducted 24 one-on-one meetings and presentations

LEGEND

Roadway Reconfiguration Opportunity Zone

Tahoe Trail

Existing Trail

Proposed On-Highway Locations

Proposed Off-Highway Locations

1

2

3

4

5

6

7

8

9

GLENBROOK DR

LOGAN SHOALS VISTA POINT

LOGAN CREEK DR

CAVE ROCK

CAVE ROCK DR

ZEPHYR COVE

ZEPHYR POINT

ZEPHYR COVE DRIVEWAY

LAKE SHORE BLVD

Round Hill Pines

ELKS POINT RD

NEVADA BEACH

STATELINE AVE

KINGSBURY GRADE RD

LAKE PKWY

TAHOE RIM TRAIL

US 50

SR 28

Spoone Summit

11' 11' 4' 11' 11'

Travel Lane Travel Lane Median w/ Rumble Strips Travel Lane Travel Lane

10' 12' 12' 12'

Tahoe Trail Turn Lanes Where Feasible Travel Lane Turn Lanes Where Feasible Travel Lane Turn Lanes Where Feasible

10' 12' 12'

Tahoe Trail Turn Lanes Where Feasible Travel Lane Center Turn Lane Throughout Travel Lane Turn Lanes Where Feasible

6' 4' 3' 11' 11' 11' 11' 3' 4' 6'

Sidewalk Bike Lane Buffer Travel Lane Travel Lane Travel Lane Travel Lane Buffer Bike Lane Sidewalk

Other Alternatives and Strategies Being Considered

1

Implement parking management and integrate with potential transit service

2

Improve the US50/SR28 intersection (potential roundabout)

3

Add "first look" vista point to provide safe options for tourists

4

Improve advanced signage and turning lanes for state park entrance

5

Improve pedestrian crossings with flashing beacons

6

Consider pedestrian tunnels under USSO at Zephyr Cove Resort.

7

Improve parking and sidewalk connectivity at Kahle Dr.

8

Add acceleration lane for northbound right turn at SR 207.

9

Convert USSO/Lake Parkway intersection into a roundabout





**Public Outreach Round 3**  
**Kahle Community Center (October 27, 2022) and Lake Tahoe Visitors Authority (November 3, 2022)**

Of the 160 participants at 2 Workshops, there were 108 Map Comments, 78 Comment Cards with 104 comments, and 67 emails and 3 voicemails with 90 comments.

<b>Kahle Community Center 80 signed-in</b>	<i>Note: Comments submitted electronically are listed at the bottom of the sheet.</i>
<b>Lake Tahoe Visitor Authority Room 80 signed-in</b>	<i>Note: Each participant may have left multiple comments</i>
<b>Total Signed-in 160</b>	

General Map Comments from Kahle Community Center		
Number of Comments	General Comments on Maps Kahle Community Center	Response
1	Sync traffic lights	Noted to District II operations
2	More Enforcement of speed; Use Cameras for enforcement change the law	Noted to Project Team
1	likes one lane SB two NB for evacuation	Noted to Project Team
1	Thanks for taking away our evacuation route	NDOT will review all potential alternatives for emergency evacuation.
1	No single lanes please widen to include bike, turn lanes but no single lanes	Noted to Project Team; Right of Way is limited along US 50.
1	Sync traffic lights	Noted to District II operations
2	Disagree with any lane reconfigurations; 1 claimed "hazard"	Noted to Project Team
1	Evacuation Plan; Communication; Radios	NDOT will continue to participate in emergency evacuation preparedness with partnering agencies; it will review all potential alternatives for emergency evacuation.
1	Need Transit to and from Carson	Noted to Tahoe Transportation District
1	Less Lanes= Less cars they are polluting our lake	Noted to TRPA and Project Team
1	Not paying for bike trail	Noted
1	Provide enough room to clean bike trail	Noted to Project Team
1	Thank you for making bike lanes	Noted to Project Team
1	Please fund and expand Lakelink microtransit	Noted to Tahoe Transportation District
1	Add transit and bike lanes path not parking	Noted to Project Team
17	<b>Subtotal Comments</b>	
Map Location: Spooner Summit to Glenbrook		
Number of Comments	Comment	Response
1	Park and Ride in Carson not at Spooner reduce VMT	Noted to Project Team
2	Dangerous corners need center divider or barriers	Center dividers and other applications are being considered in key areas.
1	Traffic Sims need to consider summer and winter traffic	Traffic models will consider various peak traffic periods on US 50
4	<b>Subtotal Comments</b>	
Map Location: Glenbrook to Tunnel/Cave Rock		
Number of Comments	Comment	Response
1	Glenbrook Entrance need to look at their cameras cite 600+ cars/day make u-turns	Noted to Project Team; also noted school bus stop at Glenbrook
1	Glenbrook entry right and left turns are a concern	Noted to Project Team
1	Cave Rock visibility very bad in summer	Noted to Project Team and District II operations
3	<b>Subtotal Comments</b>	
Map Location: Cave Rock to Skyland		
Number of Comments	Comment	Response
1	New construction 20 homes Lyons Cave Rock Glen Subdivision	Noted to Project Team to discuss with TRPA-approved developments
1	Lincoln Park needs center turn lanes to get in and out	Noted to Project Team.
2	182 Children cross extremely dangerous lots of close calls Very Good ideas for this area need pedestrian activated flashing lights	NDOT and project team will be looking at cross walk areas.
1	Cedar Ridge congestion NB causes delay for neighborhood left turns in the summer	Noted to project team.
1	Lyons Ave at 50 very dangerous curve with little warning to oncoming traffic; traffic traveling high speeds	Noted to project team; The plan is looking at treatments to corridor that will reduce speeds and improve turn movements
2	Lypns need pedestrian flashing crossing signal will reduce accidents	NDOT and project team will be looking at cross walk areas.
8	<b>Subtotal Comments</b>	

<b>Map Location: Skyland to Roundhill Pines</b>		
<b>Number of Comments</b>	<b>Comment</b>	<b>Response</b>
1	North of Pine Cone Lodge (has business) restripe to add middle turn lane very dangerous; Summer traffic does not obey speed limit and winter snow berm blocks visibility to enter/cross traffic	NDOT and the project team will be looking at the Marla Bay/Lakeview Dr intersection.
1	Skyland highway parking for Dryfess eliminate parking on highway add boulders	The project team is working with the USFS and Douglas County to move shoulder parking to off-highway parking and applying No Parking Zones to US 50.
1	Zephyr Cove needs transit and bike facilities; wide spread drinking and driving at ZC	Noted to project team, USFS and Tahoe Transportation District
1	Barrier at Zephyr Point	NDOT and the project team are looking at barriers and other treatment along US 50
1	Thank you posted at Zephyr point	Noted
1	Warrior Way Pedestrian Crossing	Warrior Way signal and pedestrian improvements will be constructed summer 2023
1	Need visitor facilities i.e. toilets, bear proof dumpsters for the pedestrians in the Warrior Way area	Noted to USFS and Douglas County
7	<b>Subtotal Comments</b>	
<b>Map Location: Roundhill Pines to SR 207</b>		
<b>Number of Comments</b>	<b>Comment</b>	<b>Response</b>
0	<b>Subtotal Comments</b>	
<b>Map Location: SR 207 to Stateline</b>		
<b>Number of Comments</b>	<b>Comment</b>	<b>Response</b>
1	Bike path through Edgewood	Noted to project team and to Tahoe Transportation District
1	<b>Subtotal Comments</b>	
40	<b>Total Map Comments Kahle Community Center</b>	
<b>Comment Information Cards/ Forms Total 78 (Kahle Community Center 39 Lake Tahoe Visitor Authority 39)</b>		
<b>Number of Comments</b>	<b>Comments Information Cards Kahle</b>	<b>Response</b>
1	Love bike lanes	Noted.
1	Need transit to beaches and Carson City	Noted to project team and to Tahoe Transportation District
1	Likes slower cars and fewer lanes	Noted to project team.
1	Limit parking to encourage mode shift	Noted to project team.
1	Resident of Lincoln Park Circle want Flashing signal at crosswalk installed soon	NDOT and the project team will be looking at pedestrian crossings.
	Have DCSO speed check at Lion's intersection would help	Noted to NV State Police and to Douglas County
1	Resident Lake Village for years we have asked for center turn lane No action. There are 350 townhomes in Lake Village your proposal doesn't do anything by Lake Village Dr. WE NEED a proper center turn lane or better a Traffic Light. Instead of reducing lanes add 6-7 traffic lights it will do the job of slowing traffic down	Noted to Project team. Intersection controls are looked at both individually and how they impact a corridor as a whole.
1	Resident of Zephyr Heights I'm concerned about left turn out of my neighborhood to US 50 at Marla Bay suggest a stop light at intersection because even with turn lane it will be difficult to find a break in traffic to turn.	Noted to Project team concern with break(s) in traffic for turn movement and the need to a signal that provides the ability to turn.
1	Reducing US 50 to less than current 4 lanes will be a disaster. This is an interstate arterieal necessary to supply Tahoe and beyond needs. The emphasis on biking, hiking and multi-modal transport will not provide our needs especially in the winter. Crippling US 50 will cause additional traffic on SR 207	Noted to project team. The study is examining potential multi-modal solutions, including pedestrian, bicycle and local and regional transit services, as well as innovative transportation and mobility strategies
1	Resident 600 US 50 Office at 625 US 50 I like the addition of bike lanes and paths as well as turn lanes. Both addresses are currently riddled with dangerous traffic problems. Slowing traffic will help. Also wants safer intersection at Warrior Way for High School put the stop light in.	Noted to project team. Warrior Way improvement scheduled for construction summer 2023.
1	Resident Marla Bay SAFETY is our concern. Many times we have been at peril of our lives as we try to turn left into Marla Bay cars and trucks speed toward us as we are stoppe in left fast lane in order to turn into Marla Bay. Many accident and potential accidents have occurred.	Noted to project team who will be considering turn movement treatment for this area.
1	Consider our concern that the Zephyr Cove area to on street parking (right thing to do) will cause people to use Warrior Way as parking this will create unsafe school pickup and block upper corner to High School where emergency equipment must turn. Close on street parking from Library to High School and No Parking during School Hours.	Noted to project team, USFS and Douglas County. Project partners are working on off- highway parking solutions for the Zephyr Cove/Warrior Way area.
1	Like Traffic Circle 28/50 highly recommend.	NDOT is looking at an Intersection Control Evaluation for SR28/US50.
1	Remove on highway parking	Noted to project team, USFS and Douglas County. Project partners are working on off- highway parking solutions for the Zephyr Cove/Warrior Way area.



1	Endorse Cave Rock and Zephyr Cove roadway configurations may have minor delays to thru traffic; during fire evacuations roadway center lane can be used as these are rare events only once in my lifetime.	Noted to project team. Emergency response and evacuations will be considered with any proposed alternatives.
1	Lyons area crosswalk is extremely dangerous; we have 182 children at one time during our summer seasons crossing to swim or hike lots of close calls unfortunately NHP only reports fatalities or pedestrians hit. Families from both sides of the highway it is difficult to turn each direction and the curve impedes our view Need pedestrian flashing signal. Please take care of our kids, grandkids.	NDOT and the project team will be looking at pedestrian crossings.
1	Lyons is a huge traffic nightmare causing an a daily basis near collisions with vehicles and pedestrians. Need pedestrian crossing signal and turn lanes would greatly reduce the issues. Decreasing speed in this area would save lives on our highly congested highway.	Noted to project team desire for speed treatments and turn lanes. NDOT and the project team will be looking at pedestrian crossings.
1	While I understand the need for added safety I don't like that bike lanes take away lanes for the additional abundance of traffic on highway	Federal law allows bikes on US highways. Noted to project team.
1	Interested in how many lanes there will be at Skyland if it is one lane we will not be able to turn left towards Carson during most of the day.	In the Skyland area the study team is looking at turn movements; this area at this point in the study would remain 4-lanes.
1	My residence is across from the Glenbrook Fire Station #5. My driveway service multiple residences. A dedicated turn lane would be optimal for this area to be able to turn left or right. This area has Camp Galilee, USPS and many residences I implore you to provide dedicated center turn lanes in this area.	Noted to study team which is looking at turn movements in this area.
1	Overall a good plan emergency evacuation plan needs to be considered.	Noted and emergency evacuation will be a consideration in all alternatives.
1	Zephyr Cove resident very happy with the lane reduction and plans for the multi use lane from ZC to Round Hill Pines Please do not let the loud voices of fear influence our day to day life driving on US 50. We need to slow traffic and make daily existence safe. A plan for evacuation would be helpful. Consider making ZC to RH a "complete street" beautify the corridor on either side of the road where views are not essential.	Noted to project team who will be considering treatments to slow traffic and turn movement treatment for this area.
1	A stop light at Lake view (Marla Bay) would slow traffic around the curve going north and create a break in traffic for business and homes along this section. A timed (sync) light at ZC would also slow traffic around curve going south.	Noted to project team who will considering treatments to slow traffic and provide turn movements in this area.
1	Look carefully at the Janet Murphy proposal with 4 lanes, bike lane and turn lane within existing roadway.	Noted, Janet's proposal is being looked at by project team.
	Need to revisit State law prohibiting video speed enforcement.	Noted to project team.
1	Hidden Woods resident Single lane from Glenbrook to Logan Shoals would reduce speed in some cases because they are stuck behind large truck or snow plows which will cause frustration and folks trying to pass. Concerned about Tahoe's winter conditions and spin outs and that reducing lane would limit clear space to avoid an accident.	Noted to project team who will consider snow removal in proposed alternatives.
1	Hidden Woods resident 3 lanes with center turn lane Logan Shoals to Skyland and ZC to Round Hill Pines There are occasional accidents that back up traffic often for hours reducing lanes will only exacerbate the problem. The right approach is to expand corridor to establish acceleration and deceleration lanes with the existing 4 lanes. Snug Harbor area has limited visibility at curb breaks and turn lanes would be useful. Add lanes to the existing 4 lanes.	Noted to project team; Right of Way is limited along US 50 corridor the team will be looking at each segment.
1	Evacuations for fire will require all 4 lanes.	Noted to project team. Emergency response and evacuations will be considered with any proposed alternatives.
1	The recommended reconfiguration 'affects only about 35% of the corridor' ignores the fact that traffic restrictions in one of several choke points would affect flow elsewhere	Project team will be looking at both the specific impact to the segment as well as to the entire corridor travel time or congestion impacts.
1	Reducing US 50 from Spooner Summit to Glenbrook to incorporate 4 feet of separation is a great idea but not at the expense of lane widths cites snow and difficulty seeing lines on road and that less width increases danger around curves.	Note to project team about snow removal and increase danger of narrower lanes.
1	The round about at 28/50 good idea as long as radius is sufficient to accommodate traffic flow.	NDOT will be considering an Intersection Control Evaluation to 28/50 intersection which would include looking accommodation truck trailer traffic.
1	Vista Point above Glenbrook is great idea provide parking is sufficiently off highway.	Noted to project team
1	Logan Shoals parking seems like a good idea.	Noted to project team
1	Pedestrian flasher in Segment 3 (Cave Rock area) torn on this one if foot traffic not high then it might create congestion	NDOT and project team will be looking at the pedestrian crossings.
1	Three lanes south of ZC Agree it is dangerous area I have seen numerous accidents caused by icy conditions on the tight curve I don't believe three lanes would improve the conditions root cause icy conditions. A median concrete traffic barrier would improve situation	The project team and NDOT will be considering snow removal in all proposed alternatives and will be considering barrier treatments in select locations on US 50.
1	Zephyr Cove resort parking along Hwy 50 Bravo the improvements at Round Hill Pines include additional parking and ZC should be encouraged to increase its off-street parking. Hope fully NDOT can mandate the improvements. Like No parking along highway.	NDOT along with the USFS and DC are looking at solutions for off-highway parking in the Zephyr Cove area along with implementing No Parking Zones.
1	Likes pedestrian undercrossing concepts at ZC	Noted to project team
1	Buffered Bike and pedestrian lane flanking Hwy 28 is good example for how the entire corridor should be configured. However it won't remove the serious bike riders from 50 they have no regard for motorist and motorist have no regard for bikes. I used to be a cyclist so I know. More paved shoulder will help.	Noted to project team. Federal Law does permit bikes on US highways.

1	Lake Parkway Roundabout should have enough radius to keep traffic flowing.	Noted to project team.
1	Please Consult Tahoe Douglas Sewer District regarding how plans impact sewer line.	Project team has rec
1	Facilities are needed for bike trail and the pedestrian increases at Warrior Way ie, trash bins, toilets consult USFS	Noted to project team. The study is examining potential multi-modal solutions, including pedestrian, bicycle and local and regional transit services, as well as innovative transportation and mobility strategies
1	Please have neighborhood meetings no surprises.	Project team has received the Tahoe Douglas Sewer District sewer alignment. Specific alignments of the bikeway will be done as part of the environmental analysis.
1	The bike trail should have stop lights sometimes it is hard to see the bikes when entering the roadway.	Noted to project team and to Tahoe Transportation District
1	Boulders, fencing to prevent cars from shoulder parking provide off-highway parking areas to prevent fires.	Noted to project team.
1	Should not reduce lanes cites evacuation concerns.	Noted to project team who will consider emergency evacuation with proposed alternatives.
1	Bike paths should be away from the highway Keep bikes & cars separate.	Noted to project team.
1	The plan will improve ZC Resort parking and get cars off the highway.	Noted to project team.
	Lane reduction will cause road rage to increase and vehicles transitioning from 2 lanes to 4 lanes will increase speed causing jockeying for position this may well increase accidents.	Note to project team concern over merge points where motorist may jockey or speed up.
1	I believe NDOT has remained in unchangeable stance against residents and voter opposition to finding a way to retain the 4 lanes from Stateline to the Summit. I support the Janet Murphy alternative which retains our 'safe' access to and from the Basin and enables multi-modal usage. (asterik with Tahoe Douglas Sewer District with address was Elks Pt Safeway area)	The project team is reviewing the Janet Murphy alternative.
1	At meeting 2-3 years ago single lanes were largely rejected; at last years table top meeting same thing; This year same thing you didn't listen; unacceptable and dangerous solution.	Noted to project team
1	2.2 minutes is not realistic; same results does not include slower traffic of tourist. Winter conditions are another story 2 lanes with tourist or motorist stuck in snow with no way around will put traffic at complete stand still. Our company hauls heavy freight through when we pull out on the highway cars now have another lane to move into; what happens when a car no longer has the lane to move over into. Two lanes will cause congestion in summer and winter; more accidents.	Noted to Project team who will be looking at the specific impact to travel time, congestion and will consider snow removal in proposed alternatives.
1	2.2 minutes is not realistic more like 30 minutes to whatever. Like Incline a mess. Winter snow driving issues, economic concerns trucking industry bottlenecks in the summer. Truck and cars running longer because of traffic jams.	Noted to Project team who will be looking at the specific impact to travel time, congestion and will consider snow removal in proposed alternatives.
1	Use Janet Murphy plan No way average speed 45 it will be 25 trucking will be damaged beyond economic measure, more pollution, winter snow will cover bike lane.	Project team is reviewing the Janet Murphy plan of reducing lane width by one foot and maintaining 4-lanes.
1	Enforce the speed limit. Put up cameras that send tickets. Limit the number of visitors sell tickets/passes and cut it off.	NV state law does not currently allow ticketing by cameras, but the suggestion has been noted to the project team.
1	Need Ample parking for visitors.	NDOT, USFS and Douglas County are working to seek solutions to shoulder parking and find off-highway parking.
1	No more segmented meeting like this have one big meeting and take our questions from the audience at large. You keep meeting until we agree.	Noted to project team.
1	The Janet Murphy plan is better	Noted to project team.
1	Janet Murphy plan 4 lanes all the way to accommodate sewer spills, fire equipment etc. Bike lanes only get used 4 months a year at Tahoe roads are for vehicles. Use boulders where no parking exists. Enforcement matters.	Noted to project team. Janet's concept is being reviewed.
1	Thanks for the process the story maps are very useful. While I am concerned about the summer tourist impact slowing the highway to a crawl I strongly endorse your efforts. I expect that turning into Marla Bay will no longer be a scary turn. THANK YOU!	Note to project team regarding concern for congestion, appears to like turn movement Marla Bay.
1	I am strongly in favor of anything that can be done to improve safety on this corridor. For pedestrians, cyclists and motor vehicles both those traveling the road and those accessing properties. Anything that would reduce the need for individual vehicles would also be welcome.	Noted to project team the need for safer corridor for peds, bikes, motorists.
1	Thanks you for evolving the road conditions Slow traffic in dangerous places. Bikes Yes. Also can you create a bus between Kingsbury Spooner and Incline.	Noted to project team and to Tahoe Transportation District
1	I would strongly consider making 50 one lane each way from Glenbrook Dr. to south of Zephyr Point. The short 4 lane section will encourage faster driving.	Noted to project team
1	Speed cameras could monitor speed take picture calculate speed send ticket.	Current NV law does not allow for ticketing by cameras but suggestion forwarded to project team.
1	Questions crash data 2% of fatal crashes are in Douglas County 42% impaired drivers 50% male age 21-25 says most are on Kingsbury and 395. According to NDOT NV Traffic Safety crash fact 2 lanes have a 9 fold high crash fatality rate than 4 lanes. The all crash rate is 3x higher in 2 lanes!	Noted to project team. The U.S. 50 CMP Final report will include an comprehensive overview of existing conditions and analysis. NDOT will directly provide a response.
1	We support the proposed plan from the Sewer District group keeping 4 lanes and adding a center turn lane is the best option. We live in Zephyr heights and struggle exiting our area ont to US 50. Reducing to only 2 lanes would make it more hazzardous if not impossible. A middle turn lane does no good if condensed traffic causes a long line of cars in the single lane with no breaks to reach the center turn lane.	The project team is reviewing the Janet Murphy alternative.

1	THANK YOU! The solution between ZC and RH will save lives. Only additional improvement would be a stop light.	Noted to project team.
1	The projec should be canceled. It will cause more accidents with one lane south and north. Individual driveways do not need a special turn out lane. Roundabouts are dangerous. NDOT shuld spend its resources paving the roads.	Noted to project team.
1	This is a really bad idea by people who look for recreation of local concerns. Follow the money! Who is behind this? Local casino/hotels think this will all attract out of town sports nuts.	Noted to project team.
1	Keep 4 lanes and reduce the lanes and add center turn lanes the entire way take Tahoe Douglas District plan into consideration.	The project team is reviewing the Janet Murphy alternative.
66	<b>Comments Information Cards/Forms Kahle</b>	

General Comments on Maps, Nov. 3rd @ Lake Tahoe Visitor's Authority		
Number of Comments	Comments	Response
2	More enforcement	Noted to NV State Police
1	Double fines	Noted to NV State Police
1	Do not reduce the number of lanes	Noted to project team
1	Ok with slowing speeds if lanes are not reduced	Noted opposition to lane reduction; wants slower speeds.
1	Consider effects of B4 lane reconfiguration	Noted concern of effects of lane reduction
1	Going south, create single lane with a shoulder. Much safer+space for snow removal.	Noted opposition to lane reduction
7	Do not reduce 4 lanes to 2 lanes	Noted opposition to lane reduction
1	Use 80' ROW and keep 4 lanes	Noted opposition to lane reduction want ROW used.
1	Move the Tahoe Trail E of 50 and connect to the Old Wagon Road	Noted to project team; Bikeway alignment will be part of future environmental analysis
1	Smart radar dip, speed feedback sign with dips, speed tables or hwy speeds	Noted to project team
1	Do not build bike lanes since they are only used part of the year	Noted opposition to bike lanes. Federal law allows bikes on US highways.
1	Provide bicycle lanes wherever possible	Noted desire to have bike lanes
1	Provide turning lanes where needed	Noted need for turn lanes
1	New sawmill will bring in lots of logging trucks over next 20+ years. Consider road widths	Noted to project team
1	What are the traffic statistics of the proposed changes during busy weekends?	Noted to project team.
2	How will frequent changes in number of lanes change driving behavior (racing to pass, aggressive merging). May cause accidents	Noted to project team concern with merge points and safety issues.
1	Shoulder seasons no longer a thing. More locals and constant traffic since pandemic.	Noted to project team
1	What impact will this project have on Kingsbury Grade traffic? Slowing hwy many cause more use/congestion on Kingsbury Grade	Noted to Project team, The study team does not anticipate trip diversion to SR207.
1	Need to remove vehicles	Noted need for transportation choices
1	Need to add capacity to beach use	Noted to USFS
1	What alternative transit options exist to accessing lake destinations?	Noted comment to Tahoe Transportation District
1	Can you restripe without big changes to test?	Noted to project team like idea to test reconfiguration
1	The maps are referencing the terminus @ loop road. Now off the table narrative needs updating	Noted
31	Subtotal Map Comments	
Map Location: Spooner Summit to Glenbrook		
Number of Comments	Comments	Response
1	Consider a stoplight rather than a roundabout	NDOT will be doing an Intersection Control Evaluation which will determine the final intersection control method.
1	Roundabout will cause congestion. Don't do it.	NDOT will be doing an Intersection Control Evaluation which will determine the final intersection control method.
1	Add barrier rail from Spooner roundabout to first look vista point	Project team is look at barriers in selected locations
1	Will a bike lane be included in the roundabout?	Noted comment to project team
4	Subtotal Map Comments	
Map Location: Glenbrook to Tunnel/Cave Rock		
Number of Comments	Comments	Response
1	Need Shoehorn to fit traffic in fewer lanes	Noted to project team
1	Concern about guardrail causing bouncing accidents and losing the opportunity to use bike trail for snow removal.	Noted to project team
2	Subtotal Map Comments	
Map Location: Cave Rock to Skyland		
Number of Comments	Comments	Response
1	Extra road width needed N/S of Tahoe Dr. (Skyland entrance) needs to be on east side of hwy	Noted Skyland concern to project team

	1 Consider creating intersection with boat ramp instead of off-street	Noted to project team
	1 Narrow the sidewalk and bike lane and add center turn lane	Noted to project team
	1 Need controls at Lincoln Park such as a cross walk or roundabout	NDOT and project team will be looking at all pedestrian crossings and intersections.
	1 Single lane through each tunnel is an excellent plan. Not wide enough for 2 cars	Noted to project team
	1 Pedestrian walkways are a great idea. Ensure they have a roof to mitigate snow accumulation.	Noted to project team
	1 Single lanes in this area cause congestion with Cave Rock pinch point.	Noted opposition to lane reduction in this segment
	1 Do not encroach Skyline ROW to fence	Noted to project team Skyland concern on encroaching on fence
	<b>8 Subtotal Map Comments</b>	
<b>Map Location: Skyland to Roundhill Pines</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
	1 Connect parking to Warrior Way for vehicle entrance to left turn	Noted to project team
	1 Please limit the new parking for Zephyr Cove/Zephyr schools. The northern proposed lot by the high school + underpass will bring far too many tourists to Zephyr shoals? Which has no infrastructure for its current demand, let alone more parking/people	Noted to project team, USFS and Douglas County.
	1 Narrow the sidewalk and bike lane and add center turn lane	Noted to project team
	1 Reconfigure Zephyr Heights entrance and exit to remove it from Deadman's curve, direct traffic to the flashing light shared with Marla Bay	Noted to project team
	1 Future stoplight at US 50 and Warrior Way	Noted to project team like idea signal Warrior Way
	1 Consider moving the bike trail out of ROW	Bikeway alignment will be part of future environmental analysis
	1 Keep bike lane away from beach	Noted to project team and USFS
	1 Do not have parking west of Hwy 50	Noted to project team and USFS
	<b>8 Subtotal Map Comments</b>	
<b>Map Location: Roundhill Pines to SR 207</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
	1 Examine access to businesses in Round Hill so that they are not negatively impacted.	Noted to project team
	1 Narrow the sidewalk and bike lane and add center turn lane	Noted to project team
	1 Combine the sidewalk and bike lane to 10'. Add barrier between bikes/peds and cars.	Noted to project team
	1 Add roundabout at Lake Village intersection	NDOT and project team will be reviewing intersections throughout the corridor.
	1 Lots of tourists during summer. Long shoulders for parking needed	Noted to project team
	<b>5 Subtotal Map Comment</b>	
<b>Map Location: SR 207 to Stateline</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
	1 Please ensure a free right at traffic circle for Lake Parkway to allow access to the traffic circle on busy days	Noted to project team need for free right Lake Parkway with traffic circle.
	1 Full sidewalk on each side of 50 all the way to the casinos from 207	Noted need for sidewalks to project team
	1 Bicycles/commuters would like to request/prefer a designated bike lane through the casinos -> Not on Lakeview Pkwy or behind casinos	Noted need for lanes through casino core to project team
	3 Have increases in traffic volume, emergency services, etc. been accounted for from the presence of the new hospital across from Lakeside Inn?	Project team has met with Barton Health and will continue to work with them as they develop their plans.
	3 Do your calculations account for 6K+ people entering/exiting new event center?	Noted to project team.
	<b>9 Subtotal Map Comments</b>	
<b>63</b>	<b>Total Map Comments Lake Tahoe Visitor Authority</b>	

<b>Comments on Information Cards @ Lake Tahoe Visitor's Authority</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
	1 After listening to the proposal (and reading), it seems that the biggest priority is speed control. This proposal seems to be a very costly an inefficient way to accomplish that. More visible and frequent enforcement of the speed limit (even if it were lowered to 40 mph) would do much more to increase safety. Also, if safety is the main concern, please install safety features at every crosswalk ASAP. I live in Lakeridge and use the crosswalk at Tamarack Dr. every day. It is terrifying every time I cross. Please consider the proposal which would leave all 4 traffic lanes and add a center turning lane the whole distance. Cheaper and better safety!	Noted to project team issue of speed; desire to lower speed limit; more enforcement and request to review pedestrian crossings Tamarack Dr. Consider 4 lanes with center turn lane.
	1 No on one lanes. The road is already dangerous. Why not add middle divider? Evacuation will be severely restricted. Why hasn't stop light been put at Warrior Way?! One way lanes is terrible idea. We, the community has said it many times. Please listen.	Noted to project team desire for 4 lanes would like center dividers looked at; Warrior Way signal is slated for construction summer 2023.

1	Bike Trail/K rail: This additional obstruction (visual and physical) to gaining access to Hwy 50 in a dangerous addition to bike lane would only serve a small amount of riders who would use 25% of the year at best. The remaining 75% of the year it would constitute an dangerous inconvenience. What happens to all the snow that will build up?	Noted concern that barrier rail for bike path would be site line obstruction and impede snow removal.
1	I strongly oppose to reduce the 4 lines to 2 lines no matter I only on some sections on Hwy 50. This is absolutely nonsense. 40 years resident of this town and I don't know who came with this crazy idea. Use common sense and stop this, better with alla stop ligh on Zeuphin Cove Elementary School. To enter Hwy so this is important!!! Thank you.	Noted opposition to lane reduction and in favor of Warrior Way signal.
1	I am against any bike lanes. I am against any reductions in the 4 lanes that currently exist. I don't agree that with these changes improve safety or help the environment. It's a waste of money. It's TRPA virtual signalling to make it appear Tahoe is improving the environment. Sticky notes are a stupid way to gather public input.	Noted opposition to lane reduction and bike lanes on US 50
1	You need to keep the 4 lanes for traffic	Noted desire to keep 4 lanes
1	Doesn't make sense to have 4 lane change sizes in short distance - speed stays same - Bike lanes should be off the highway if you really want safety Bike lanes cannot even be utilized much of the year but traffic is heavy year round. All for safety - But not this proposal - Keep 4 lanes & turning lane.	Noted opposition to lane reduction and that bike lanes should be off-highway. Wants turn lanes.
1	NDOT/DPS This (your) plan is absurd stop trying to change. In case of fire <u>hello</u> we need to be able to leave! Safely. Remember Paradise fire!! Most recent Caldor. The idea of reducing lanes to one gaut? + add bike lane is <u>stupid</u> , wrong? + unsafe! It won't <u>reduce accidents</u> it boils down to drivers. Nevermind the influx of turist cuming in now + you want to reduce the <u>lanes</u> for safety?? The convention center will bring even <u>more</u> traffic reducing lanes <u>is not</u> the way to go! Stop this <u>absurd</u> + <u>moronic</u> idea. Bikers never use lanes intended for them <u>anyway</u> !! Look at the current traffic @ Kingsbury. Arovns? the caice? on the north shore.	Noted concern with emergency evacuation; opposition to lane reduction;
1	Changing from two lanes to one lane several times will cause one giant parking lot. Its like what happens when road construction closes one lane	Noted concern that merge points will create congestion.
1	Overall - awesome plan! Here is what I like: 1) Removing shoulder near the beach to stop parking on the Hw 2) Dedicated bike lane 3) Lane reduction + dedicated turn lane. Here is what I would like to see in addition: 1) Strict enforcement of speed limits 2)Repaving with modern quiet surface.	Noted to project team in favor of off highway parking; bike lanes; lane reduction with turn lanes; want strict enforcement of speeds.
1	The bike/walking trail would be better placed on the eastern side of Hwy 50. Much safer and there are already some trails.	The bikeway alignment will be decided in future environmental analysis.
1	The thought of changing Hwy 50, a four lane highway down to two lanes to accommodate tourist biking and hiking lanes over public safety is the most ludicist idea out there. We already have heavy traffic traveling highway speeds and we are asking for grave results with head on collisions, injured people and we as a community do not support in any way this ridiculous plan/idea. Please stop and keep our communities and citizens safe. Please figureout a different plan for our tourists where it does not impact our highway, our communities and our residents	Noted opposition to lane reduction;
1	Going from 1 lane to 2 and back to 1 will cause gridlock when narrowing to 1 lane. Highway 50 has proven that. Having space between directions is good but you have to reduce lane width to do it. As it is drivers have a hard time keeping in their lanes on the turns. Not sure how to make it safer except installing speed cameras and eliminating street parking along Zephyr Cove Resort.	Noted to project team concern that merge point will create congestion; NV law does not currently allow camera ticketing but is being looked at by project team.
1	1. Consider "No compression Braking" sighn where speed limit is 35+/- or 45. That part of the road is flat since it follows the lake shore, and it is all residential on both sides of the road. 2. One lane areas eastbound would severely limit exodus in case of a fire. We have 15K tourists on weekends and 45,000 residents and workers. One lane could kill 10,000 or more people! Please don't do it. 3. Lower speed limits by 5 mph and enforce with speed camera. Limit + 5 mph = ticket	Noted to NDOT District II operations. Noted in favor of reducing speed limit opposed to lane reduction and concerned with emergency evacuations.
1	The concept of 2 lane/4 lanes, alternating, is a terrible minstake for both local residents and traffic between Carson/Reno + the Tahoe Basin. It will create enormous congestion, and NDOT's assertions to the contrary are not credible. The evacuation issue has been horribly glossed over. NDOT says it learned a lot from the 2021 evacuation. But that involved <u>4 lanes</u> at all points + the evacuation was staggered.	Noted opposition to lane reduction and concern with emergency evacuation
1	Biggest problem I see is the staggered lane reductions - it will cause gridlock at each narrowing of the road way. I am glad to see a gap or barrier between directions - but that does not seem to be in the plan from Elks Pt. Rd. to Stateline. It's really needed the entire roadway. Distracted drivers + winter slippage are big concerns + the gap or barrier would help greatly. Also, parking along the roadways is very dangerous at Zephyr Cove. It needs to be eliminated. On Elks Pt. Rd. by NV Beach - either eliminate street parking altogether when Beach lot is open or at least restrict it to just one side of the road.	Noted concern that the staggered lane reduction will create congestion; does favor barrier or a gap in center; favors removing shoulder parking to off-highway parking on US 50 and on Elks Pt Rd
1	No 2 lane Hwy on US 50. NDOT needs to acquire additional property for turn lanes, etc.	Noted opposition to lane reduction desire to acquire ROW for turn lanes.
1	Do not eliminate car lanes - 100 times more cars than bikes. This will not change in future. Look at plan presented by Janet Murphy - much better then this idea that should have changed in last 6 months due to loop road being eliminated. Douglas BOCC siad no to reducing lanes in 2017.	Noted opposition to lane reduction; Project team is reviewing Janet Murphy's plan.

1	The roundabout at 28 is great. I think it is a mistake to go down to two lanes. It would be better to move the bicycle-pedestrian east of Hwy 50 where the historical wagon road is. The Douglas County firebreaks will go behind Round Hill. A bicycle path interrupted by driveways of private homes will be a mess. The Roundabout at Lake Parkway is a great idea. The "strip" between Lake Parkway and Stateline Ave should be closed to traffic and be a pedestrian area.	NDOT is looking to complete an Intersection Control Evaluation at 28/50. Noted opposition to lane reduction; future bikeway alignments with decided in the environmental analysis; Noted like the roundabout at Lake Parkway.
1	The first bullet point in your information brochure says your plan will improve safety, yet your plan has no provision for emergency evacuation. Your plan may have worked for a fire like the Caldor, as we had weeks to evacuate orderly from the slowly approaching fire. It would not work for a fire that rapidly explodes inside the Tahoe Basin. Several of your representatives believe the easy fix is to allow both lanes to exit S, L.T. So your plan will allow the same evacuation capacity as what we have now. This <u>does not</u> work! Any major disaster in Lake Tahoe will have hundreds to thousands of emergency personnel coming <u>into</u> Lake Tahoe for mutual aid. We need at least one lane dedicated to incoming emergency help. I do <u>not</u> support any reduction in lanes due to potential need for evacuation. If you are intent on reducing lanes, please consider having a bike lane wide enough to be used for incoming help. A bike lane that wide will be better for cyclists, as standard size street sweepers will also fit to keep glass and debris minimized. There is never time to implement an evacuation when a disaster is already in progress. <u>Plan for it now!</u> Seek input from emergency departments. If you do not address this now, your plan will lead to an ultimate disaster, leaving blood on your hands.	NDOT will be consider emergency evacuation with all alternatives. Suggestion that bikeway could be used by emergency traffic coming in response.
1	Your plan does <u>not</u> work. Going to 2 lanes from 4 will be a disaster. We live in Skyland and getting in and out is hard now, it will be impossible with your new design. The bike trail will infringe on houses on Myron Dr. If you want slow traffic down put in roundabouts in 4 or 5 locations. Put the bike trail on the other side of the road where there is plenty of space.	NDOT will be consider emergency evacuation with all alternatives.
1	Anything involving Zephyr Cove area, please keep the library informed. The proposed parking lot is a good idea. Looking forward to the traffic light on Warrior Way that's been postponed to summer 2023.	Noted to keep Douglas County library informed
1	Do not approve of the one way as 2 lanes are enough for travelers to get by. One way won't deescalate speed but increase in road rage resulting in more accidents in the future. Possibly a center divider would be a better solution? But for sure, do not agree with one lane.	Noted opposition to lane reduction; Project team is looking at center barriers at select locations.
1	My biggest concern is bike path off the Hwy. Move to forest ground for safety. Second concern is the breakup of 4 lanes to 2 lanes. Without a proper study will it really provide a logical slow down or will there be a need for the passing cars to race only to be merged to a two lane Hwy. Can you provide example of the study.	Noted opposition to lane reduction that it will create merge issues wants data; Future bikeway alignment will be determined in the environmental analysis.
1	Eliminate the tahoe trail from Hwy 50 + the right away - Move it east + connect w/ the new proposed shaded/shared? Fsr? Breaks + the old wagon road. P??? For trails along Warrior Way to access Zephyr Cove Brook + Skyland. Also add other trails to drop down to populated neighborhoods.	Future bikeway alignment will be considered during the environmental analysis.
1	The rendered image that I received with the email shows the hwy expansion N/S of the Tahoe Dr. encroaching on to Myron Dr. The Skyland GID just replaced the fence between Myron Dr. and the Hwy. All extra land needed to create which ever version of reconfiguration, needs to be on the east side of the Hwy. There may be room for the bike path next to the existing road and the fence but the southbound turn, egress lanes need to be on the existing road with additional width pushed over to the east side.	Noted to project team as currently planned facility improvement will be within NDOT Right of Way not on private property within Skyland.
1	RE: Roundabout at top of Spooner: This intersection is dangerous & needs change. Problem with roundabouts is that they're always <u>built too small</u> !. Having driven in numerous foreign countries using roundabouts, I can say that we don't do it right... yet. <u>Please</u> increase the radius so drivers entering the roundabout have plenty of time to anticipate oncoming traffic's intentions - small radius effectively turns the roundabout into a stop sign, defeating the purpose, causing near misses. Large radius allows continuous flow, decreases danger of collision. Quito, Ecuador is a good example. Go to GoogleEarth and measure. There's plenty of space on top of Spooner to do it right. Don't repeat CALTRANS folly at 88/89 & 50!!	Noted desire to improve 28/50 intersection and to make it large enough for the type of traffic.
1	I support more bike lanes and recreational opportunities in the basin. Help making a better experience for people to get out of their cars is a great thing. Signage is critical & is cheaper, easier and faster than most of the long term solutions. The pedestrian tunnels sound great in theory, assuming people are aware of them & funneled well towards them.	Noted to project team support for bike lanes and multi modal choices. Like tunnel idea at Zephyr.

1	Very few of our community members have been present to try to have a voice, and those of us who feel (and speaking for others) that suggested measures for "safety" through lane reduction is not taking other safety issues into consideration that will result in these changes. Bottlenecking in some areas will only <u>increase</u> speeds in other areas. There are many speed enforcement measures that can be implemented (more law enforcement, flashing lights at "Deadman's curve" with "double fines" enforcement, radar showing speeds, new technology w/the "DIP" system used in Eurpore, dummy/parked police cars & other intimidation factors - until legislative changes for actual cameras. All steps should be taken before reducing our lanes and losing access, increasing road rage, getting <u>more</u> speeding to make up for lost time/distance, etc. Some have concerns of getting out of neighborhoods, but that is partly due to speeding that's going to happen now matter what!! We need to be able to pass the super slow large vehicles, the tourists looking for a spot or turn, and the road vlocks due to accidents. road closures on both sides of the basin caused a 3.5 hr delay due to the impact on Hwy 50 w/ 4 lanes!	Noted to project team concern that merge point will create congestion and safety issue; would like to see more signs, legislation change to allow camera tickets, All steps to be taken before reducing lanes.
1	I reviewed the CMP and agree with some of the parts proposed plan. Traffic safety and pedestrian safety are paramount. It does appear that two main issues are just as central to the plan - integrating the Tahoe east shore trail with the highway and slowing traffic. Two big issues with the CMP - disaster egress and single lane emergency response with traff peaks in the summer. Single lanes do not afford <u>residents</u> or <u>toursits</u> are safe or easy way out in an emergency as we saw with the Caldor fire in 2021. Single lanes are also a problem with emergency responses. No room for cars to pull over - where do emergency vehicles go around traffic - in the turn lanes?? Going to single lanes will result in traffic streams that make it more dangerous for traffic trying to enter the highway. Trying to reach six ovenpcnvt? goals in one proposal will not result in accomplishing all goal using a shoehorn to fix expanding traffis into fewer traffic lanes. `	Noted opposition to lane reduction and concern with emergency evacuation. Does want to improve traffic safety and pedestrian safety.
1	I would prefer many options to slow the traffic down before reducing lanes. I would prefer our bike paths be like the Kahle Trail & be paved and off the highway. I had a long conversation with Michelle and I have solutions for traffic calming that do not include reducing lanes.	Noted to project team desire to try other options before lane reduction; would like bikeway to be off highway.
1	This is very disappointing. -"We don't have resources to study that." -"We don't analyze for peak traffic times" so the 2-3 minute addition to travel times is during free flowing periods. What happens during peak times? - Was the event center volume taken into account? That will be 6,000+ people all flowing in the flowing out at the same time. -I was told tonight "the traffic won't be any worse with one lane than two." How can someone say that in good conscience? The capacity of 2 lanes is <u>far</u> higher than one, even higher than 2x1 becасue a slow car in 1 lane causes gridlock. A second lane allows passing. -Was the new hospital volume taken into account? - I'd like to see capacity + transit time analysis for each direction during different use/business scenarios. Averages don't mean anything. -How much will frequent changes in configurations <u>cause</u> accidents - racing to pass, remerging... "we haven't analyzed that" -Why not try temporary restriping. Too much of this is "we don't know." Let's find out.	Noted to project team. The U.S. 50 CMP Final report will include an comprehensive overview of existing conditions and analysis.
1	Concerns are: -Addition of Event Center & Hospital. -Increased congestion & traffic to Kingsbury Grade. - Increased tourism to local areas. -Increase population in Reno. Reconurue? And center turn lane throughout majority of 50. Maintain at all cost 4 lanes through entire length. traffic must move & not be constricted. Lesen? Tahoe trail width, combine sidewalk with bike trail. Prefer an overpass at 28. Roundabout 2nd, lights last choice.	Noted oppositon to lane reduction; add center turn lanes; Tahoe Trail should combine sidewalk width with bike trail. NDOT will be looking at intrrsection control evaluation at @*/50.
1	Have you considered being more transit oriented? Integrating transit that would transport people from Carson to the casinos would reduce congestion and discourage more driving on the road. More people are commuting from the valley to work in Tahoe and giving people more alternatives would be a solution to that problem and consider moving both workers and people.	Noted to Tahoe Transportation District desire to have more transit,
1	No parking on 50 -> fantastic. Walkways under 50 -> great. Roundabout at Spooner -> Creates bottlenecks. Once way lane sections -> creates bottlenecks, creates raceways in two lane sections. <u>Do not</u> impact Skyland fence.	Noted to project team desire to have off highway parking with undercrossing . Like roundabout at 28/50; opposed to lane reductions.
1	First and foremost, thank you both NDOT and Wood Rodgers for addressing this safety issue. As a resident of Lincoln Park, I commute up and down this stretch 6X daily, 4 of which are with my young children in the car. I cannot express the sheer terror I experience daily due to high speeds + distracted drivers. I've had more close calls that I can count, 4 of my neighbors have been hit simply trying to get home or leave. Please don't give up, please keep safety as a # priority. Please help me protect my children + keep their safety in mind as you proceed through this process. Thank you, Lynsey.	Noted to project team concern for turn movement safety Lincoln Park.
1	Cross reference AIS on 28 and make sure turn movement of boats work at 28+50, especially left of 50 to 28. How is NDOT going to regulate the ?? ?? Bike/?? Intersection. Are they following? Their own data or the established science? How are you going to regulate 2 way bike traffic?	Noted to project team.
38	<b>Sub-Total Lake Tahoe Visitor's Authority</b>	

Comments submitted electronic Rd 3 Total 33

Number of comments	Comment	Response
3	Oppose reducing traffic lanes cites there is 140 ft of ROW why aren't you using it; cited traffic jams because of accidents; how would life flight land; make evacuations worse.	Noted to project team who will be considering right of way in each segment; emergency response will be consider as alternatives move forward.
1	Can't imagine single lane Why don't you make a center turn lane;	Noted to project team who will be considering right of way in each segment.
7	Oppose single lane cited difficult for locals who work around town to get anywhere or cited fire evacuations; felt it was being done solely for bikes & peds.	Noted to project team who will be considering emergency evacuation with the alternatives.
1	Build roundabouts and left turn lanes anything to slow traffic "its not the wild west anymore"	
1	Wants roundabouts or lighted intersections where appropriate	NDOT will be doing future intersection control evaluations in select areas.
1	Wants one lane, with center turn lane and bike & ped access Hwy 50 is outdated engineering it is dangerous too many accidents needs to be fixed.	Noted to project team desire for one lane, with turn lanes and bike & ped facilities
1	Crucial to address speed & noise come down Spooner to Glenbrook terrible accidents	Noted to project team that highway noise is concern for Glenbrook
1	Don't narrow lanes Spooner to Glenbrook cited RV's, Trucks, Rock slides	
1	Safety should be priority wants middle turn lane 2 fatalities between Hidden Woods & Cave Rock	Noted priority for safety and need for turn lanes
1	Supports reducing lanes after seeing success in Oregon scenic byway	Noted to project team to look up Oregon scenic byway speed reduction measures
1	wants one lane through tunnels and south from CR State Park through curves	Noted desire for one lane with turn lanes Cave Rock section
5	Need turn lanes cited Skyland, Cave Rock, Zephyr Resort to Lakeview area need left turn lane	
1	Don't reduce lanes it will make it harder to get out of Skyland citing line of traffic will be longer	Noted to project team concern at Skyland for traffic breaks to make turns; currently Skyland area proposed to remain 4 lanes.
1	Opposed to single lane Stateline to Carson City cited winter gridlock	NDOT is not considering one lane for full length of corridor; the proposed alternatives looked at 3 select areas for one lane Glenbrook, Cave Rock and Zephyr Cove.
1	If reconfigured add emergency lane or show how that would work	Noted to project team who will be considering emergency response and evacuation as part of evaluation of alternatives.
1	SR 28 & US 50 add protected left turn with light at intersection	
5	Need shoulder parked cars parked off of highway and add off-highway parking.	Project team is working with USFS and Douglas County on moving shoulder parked cars to off-highway parking lots and going to No Parking Zone along US 50
1	We need left turn lanes for safety and roundabouts to slow speeds	Noted to project team need for left turn lanes and control speed through roundabouts.
2	We need bike ped access	Noted need to Project Team
3	Concerned for safety Lyons crosswalk wants pedestrian actuated light	
1	Lots of accidents Cave Rock area need to slow people down	Noted to project team the need to slow traffic speeds.
1	Add speed calming devices to highway	Noted to project team the need to slow traffic speeds.
1	Excessive speed throughout corridor	Noted to project team the need to slow traffic speeds.
1	Southbound traffic needs protected right lane (south of Cave Rock) like the 395 Johnson lane area	
1	Provide pullouts for disabled vehicles or emergencies	Project team is looking at existing pullout and how to formalize emergency pullouts
2	Want mirror at Cedar Ridge to see further around corner	Noted to project team;
1	Use old Hwy 50 for bikes and pedestrians would enhance safety	Noted to project team; Future final alignment of the bikeway will be studied at time of environmental analysis
1	NDOT should explore the old highway route around the tunnels for a bike/ped bridge structure it would be safer.	
1	Concerned about Zephyr Cove beach backup live on mountain side and can't make left turn out of driveway	Noted to project team concern for traffic backup Zephyr Cove and driveway turn movements
1	Concerned adding turn lanes by reconfiguring lanes will increase accidents as motorist merge prefer slowing traffic	Noted concern regarding merge points if adding turn lanes
1	Maintaining an effective flow of traffic should be a primary consideration congestion impacts tourism & economy	Noted to project team
1	Vista Points need to be signed	
3	Enforce speed limit	Noted to NV State Police
1	Enforce with the use of cameras focus on residents and commuters who speed	Noted to project team currently NV law will not allow camera ticketing, but team will consider.
2	Lower Speed limit	Noted to project team
1	Lower Speed Limit from Glenbrook to Stateline to 40mph	
1	Maintain current 50 mph speed limit	Noted to project team
1	Add center barrier from SR 28 to Glenbrook	NDOT and the project team are reviewing the use of barriers in select locations.
1	Bike lanes are low on the list to few riders	Noted to project team
1	Wants separated bike path he is an avid bike rider not necessarily lanes it is too dangerous with the speed here.	
1	Concerned about removing lanes to add bike lanes just add bike path no bike lanes which will help to reduce congestion in passing bikes	Noted preference for shared use path over lanes because of speeds in the area.
2	Add lane dividers in certain areas to prevent head-ons Spooner-Glenbrook and Zephyr Cove Resor to Lakeview	NDOT and the project team are reviewing the use of barriers in select locations.
2	Add digital signs to remind motorist of their speed-- it helps and NDOT can collect data on speeds	Noted to NDOT District II



1	Current development of concert event center is going to make things worse with DUI's speed and mass traffic	
1	Broadband infrastructure should be included	NDOT is working on broadband installation with project partners as highway facilities are improved.
1	Area from Glenbrook to Cave Rock not designed for 60 mph need to slow speeds it should be 2 lanes and 25 mph	Noted to project team desire for reducing speeds and speed limits
1	Glenbrook noise is serious issue would like sound walls by Uppaway	Noted Glenbrook concern regarding highway noise to project team.
1	There needs to be warning sign (DMS) back in Carson about stopped traffic got stuck 6 hrs when it was avoidable	
1	Worried about snow removal if the highway goes to one lane	Noted to project team NDOT will be considering snow removal as alternatives move forward.
1	Concerned about snow removal with bikeway wall and doesn't feel people ride or walk along 50 should consult experts in snow removal first.	Noted to project team NDOT will be considering snow removal as alternatives move forward.
1	Concerned with bottleneck areas that reduce commute times into south shore area cited Barton & casino expansion will add employees commuting	Noted to project team to look at congestion and merge points to maintain traffic flow.
1	Understands private property issues but wants more effort to obtain easements, land swaps or donations before putting in bike lanes on a 60mph road.	
1	Private and public properties should be required to meet their own parking demands on site not use Hwy 50 for parking.	NDOT and the project team are working with USFS and Douglas County to find off highway parking solution with future No Parking Zones on US 50
1	Decisions should prioritize vehicles only.	Noted to project team
1	Do you have data that supports use of transit	Noted to Tahoe Transportation District
1	Concerned it has taken so much time between 2017 and now to study the issue.	
1	Project will increase accidents	Noted to project team
1	Not convinced that narrowing lanes on Spooner would increase safety provided link	Noted to project team to provide information on modeling and data links
1	Appreciated that the project goals were reflecting his priorities	Noted
1	Appreciate process but don't be like CA where delays ruin good projects	
1	Great job appreciate all the work	Noted thanks.
1	Noted Van Duzer Forest State Scenic Corridor signs with double fines below posted speed limit	Noted to project team to look up.
1	Thanks great job suggests creating poster boards showing different point of view surprised how strongly people felt that their opinion was the only one that mattered.	Noted to project team
1	You have highlighted the issues well details of actual design will help convey priorities against limited budgets Is there a time line (for implementation)?	
1	East Shore is a treasure imagine the environmental, economic, safety, recreation improvement opportunities that could come out of this for next generation.	Noted to project team
90	Total Electronically submitted comments	

# **4**

## **Extended Public Outreach Period Comments**



## Public Outreach Round 4

### Lane Reconfiguration Demonstration (July and August 2023)

As of 8/29/2023, 91 emails have been received, and 174 Comments were recorded.

*Note: Each participant may have left multiple comments*

General Comments		
Number of Comments	Comments	Response
8	Do not experiment with lane reduction trial	Noted to project team
10	Support for lane reduction trial	Noted to project team
10	Allow/consider more public input	Noted to project team
3	Seek alternative solutions	Noted to project team
10	Concerns over fire evacuation with reduced lanes	NDOT will be considering emergency evacuation with proposed Alternatives
12	Opposed lane reduction	Noted to project team
1	Oppose bike/ped path as it goes unused in the winter and is used for recreation rather than transportation	Noted to project team and Tahoe Transportation District
5	Support for bicycle/pedestrian shared-use path	Noted to project team and Tahoe Transportation District
2	Concerns for increased congestion as a result of new development such as the hospital and event center	Project team has met with Barton Health and LTVA to discuss their needs and will continue to work developers as proposed Alternatives are developed.
12	Concerns for increased congestion as a result of reduced lanes	Noted to project team the concern regarding merge points and potential increased congestion with lane reduction.
1	Not in support of lane reconfiguration to accommodate cyclists	Noted to project team; Federal law does allow bikes on US highways
3	Calls for more stop lights (ex: top of Spooner Summit, Warrior Way, Lake Shore Dr.)	NDOT will be doing an intersection control evaluation for 28/50 to determine the type of control; Warrior Way signal is being installed 2023 and the study team is looking at turn movements at Lake Shore Dr within this study.
1	Prohibit all parking on the side of the highway unless they park in a designated lot.	The project team is working with NDOT, USFS and Douglas County to identify potential off-highway parking lots and once constructed move to No Parking Zones along US 50.
1	More parking lots should be built	The project team is working with NDOT, USFS and Douglas County to identify potential off-highway parking lots and once constructed move to No Parking Zones along US 50.
1	Maintain paid parking on the lake side but provide free parking on the mtn side	Noted to project team
1	Support for k rail lane separators	The project team is looking at barrier rails in select locations on the corridor.
7	Calls for increased law enforcement to reduce speeds	Noted to project team and NV State Police
1	NDOT should look for a safety grant from the Nevada office of traffic safety to provide the funding needed for extra enforcement on US 50.	Noted to project team and NV State Police
1	What improvements are you expecting, what negative side effects do you anticipate, and how are you going to judge success or failure of the test? Any scientist or engineer will tell you that you must state your plans for measurement and expectations up front then judge results relative to them, not just jump headlong into an experiment and rationalize results at the end.	NDOT and the project team has planned, should they move forward with a temporary test area such as Zephyr Cove, to provide monitoring criteria and collect data to drive the decision over a select period of time.
1	What have you done and are you doing to understand and minimize the impacts on Kingsbury Grade? When (I really think it's when, not if) Hwy 50 gets backed up, people will resort to the only viable alternative, SR 207, which is already a busy, windy road. Some will do this because they know of the alternative. Some will do this because programs like Google Maps will surely reroute them when it detects Hwy 50 is taxed.	Noted to Project team, The study team does not anticipate trip diversion to SR207.
1	Rather than removing traffic lanes and creating congestion on US 50, maybe narrow the lanes down to 10 feet, add more warning signs and maybe partner with NHP for a major crackdown for speeds for about a year.	NDOT and the project team has been made aware and is considering of the suggestion to narrow existing lanes; Noted signage concern and NV State Police have been made aware of request for more enforcement.
1	Any lane elimination will result in longer travel times at peak hours and more air pollution.	Noted to project team
1	How are you controlling for other variables?	The U.S. 50 CMP Final report will include an comprehensive overview of existing conditions and analysis.
1	Many people mistakenly think that the NDOT plan for Hwy 50 will turn it into a two-lane road from Spooner to Stateline. There's confusion about the plan. Please spread the word through Tahoe Daily, Carson Now, and Record Courier that most of the road, around 65%, will stay four lanes. Also, clarify that the changes involve some three-lane sections, not just two-lane ones.	The project team is aware of this issue and is working to get the word out.
1	Suggest a speed limit reduction from Skyland to Stateline at 35 mph	Project team has been made aware of the suggestion to reduce the speed limit.
1	A ~2 minute change in total drive time as a result is within the variance of a normal commute, and well worth the reduction in accidents.	Noted to project team

	1 The proposed plan for U.S. 50 includes bike paths and underpasses that would make biking accessible to students of Zephyr Cove Elementary and George Whittell High School. With bike access along this corridor, I would be able to get to the school, library, and Zephyr Cove resort on my bike. This would reduce the number of car trips I take on Highway 50.	Transportation choices along the corridor is part of the study and has been noted to the study team and to Tahoe Transportation District.
	1 Reduce the speed from Cave Rock to Stateline to 35-40 mph to get more compliance	Project team has been made aware of the suggestion to reduce the speed limit.
	1 Please provide information on: 1. The most recent traffic flow studies for the affected area of Hwy 50 and SR 207. 2. Your analysis and projections for traffic speeds and volume after reducing Hwy 50 to one lane in each direction. 3. Methods and criteria for measuring success, including extreme speed reduction and preventing congestion. 4. Comparison of results with previous studies conducted at different times. 5. Accident statistics and sources for mid-July to mid-September over the past decade, and predictions for accidents during this period with the road constraint.	The U.S. 50 CMP Final report will include an comprehensive overview of existing conditions and analysis.
	<b>100 Sub total comments</b>	
<b>Map 1: Spooner Summit to Glenbrook</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
	1 Would love to see a center divide from Spooner to Glenbrook	The project team is looking at barrier rails in select locations on the corridor.
	1 How many fatal accidents have to occur before there is a roundabout or something placed at the top of spooner summit junction of Hwy 50 and Hwy 28?	NDOT is doing an Intersection Control Evaluation at 28/50 to determine best control method for this intersection.
	1 I don't agree with the roundabout plan at 50 and 28. It could lead to more accidents and traffic delays, especially in winter. Roundabouts aren't suitable for freeways and can be problematic with big rigs. Instead, consider installing an underpass, similar to the one at Hwy 60 and Golf Club Drive, for safer freeway access and exit.	NDOT is doing an Intersection Control Evaluation at 28/50 to determine best control method for this intersection.
	<b>3 Subtotal comments</b>	
<b>Map 2: Glenbrook to Tunnel/Cave Rock</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
<b>Map 3: Cave Rock to Skyland</b>		
<b>Number of Comments</b>	<b>Comment</b>	<b>Response</b>
	1 I've found it nearly impossible to pull out of our neighborhood of Lincoln Park, just south of Cave Rock. I would strongly suggest another temporary demonstration from Pitman Terrace to Hidden Woods, roughly a mile-long stretch with a significant amount of residential access	NDOT and the project team are aware of this concern and will continue to look at alternatives for this area.
	<b>1 Subtotal comments</b>	
<b>Map 4: Skyland to Roundhill Pines</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
	3 Objection to reduce lanes from Roundhill Pines to Zephyr	Noted to project team
	1 Concerns over fire evacuation with reduced lanes	NDOT and the project team will be considering emergency evacuation with any proposed alternatives.
	2 In support of a middle turning lane and speed bumps between Round Hill and the Spooner junction	Noted to project team desire for center turn lanes.
	5 Add a light or at least a turn lane into Marla Bay at PineWild	Noted desire for center turn lane; study team is looking at the intersection Marla Bay/Pine Wild
	18 Support for lane reduction trial. Cites dangerous turn movements in and out of subdivisions	Noted to project team
	1 Reduce speeds on hwy 50 1/2 mile prior to entering PineWild subdivision area	Project team is aware that some would like to speed limit reduction.
	5 Turning left out of Marla Bay is also quite dangerous with the high speed of traffic and lack of visibility due to the curve in the road.	Noted desire for center turn lane; study team is looking at the intersection Marla Bay/Pine Wild
	6 Support for off hwy parking, specifically, around Zephyr and Roundhill beach areas	NDOT and the project team are working with the USFS and Douglas County to identify potential off-highway parking lots; installing No Parking Zone in areas where off-highway parking has been constructed like Round Hill Pines
	1 Concern over congestion if reduced to one lane.	Noted concern lane reduction will increase congestion.
	16 I would strongly recommend a dedicated left turn lane as well as lower speed limits.	Noted to project team the desire for left turn lanes as well as lowering the speed limit.
	3 Support for lane reconfiguration and shared-use path as it will make bike and ped traffic a lot safer	Noted desire for lane reconfiguration and shared use path to project team.
	1 I have NEVER seen them policing the traffic between Zephyr Cove Resort and Elks Point. Please change that.	Request for increased enforcement has been noted to NV State Police and the project team.
	1 The left turn from Highway 50 into the Hidden Woods neighborhood when traveling westbound from Carson City is extremely dangerous.	This area Hidden Woods left turn movements being reviewed by the project team.

1	It is incomprehensible that Aramark was awarded the contract to manage Zephyr Shoals and that there is consideration for campgrounds in this same area.	The project team is requesting additional information from the USFS regarding the vendor's plans for development.
2	A roundabout [to enter PineWild] would slow cars down so we could get into our entrance without feeling like we were going to get rear ended.	NDOT and the project team are looking at the intersection to determine the best solution for this area.
1	Consider a traffic light at the High School intersection (Warrior Way) just north of Zephyr Cove.	Warrior Way signal will be constructed summer 2023
1	Propose a roundabout at Warrior Way	Warrior Way signal will be constructed summer 2023
68	<b>Subtotal comments</b>	
<b>Map 5: Roundhill Pines to SR 207</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
1	I understand that sidewalks are contemplated. I love that idea.	Noted to project team and yes they are looking at pedestrian improvements along this segment.
1	A pedestrian light at Lake Village Dr & Hwy 50 would be great too. The speed limit changes just north of Lake Village Dr but no one obeys it.	Noted to NV State Police; Project team is looking at all intersection along US 50 in regard to turn moveements.
2	<b>Subtotal comments</b>	
<b>Map 6: SR 207 to Stateline</b>		
<b>Number of Comments</b>	<b>Comments</b>	<b>Response</b>
174	<b>Total Comments RD 4 submitted electronically</b>	